



Planning and Highways Committee

Date: Thursday, 17 March 2022

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

Public access to the Council Chamber is on Level 2 of the Town Hall Extension, using the lift or stairs in the lobby of the Mount Street entrance to the Extension. **There is no public access from any other entrances of the Extension.**

Filming and broadcast of the meeting

Meetings of the Planning and Highways Committee are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Membership of the Planning and Highways Committee

Councillors

Curley (Chair), Shaukat Ali, Andrews, Baker-Smith, Y Dar, Davies, Flanagan, Kamal, Kirkpatrick, Leech, J Lovecy, Lyons, Riasat, Richards and Stogia

Agenda

1. **Urgent Business**
To consider any items which the Chair has agreed to have submitted as urgent.
- 1a. **Supplementary Information on Applications Being Considered**
The report of the Director of Planning, Building Control and Licencing will follow.
2. **Appeals**
To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.
3. **Interests**
To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.
4. **Minutes**
To approve as a correct record the minutes of the meeting held on 17 February 2022. 7 - 12
5. **Application for 132513/VO/2021 - Hough End Leisure Centre And Playing Fields, 480 Princess Road, Manchester, M20 1NA - Chorlton Park Ward** 13 - 68
The report of the Director of Planning, Building Control and Licensing is enclosed.
6. **Application for 132199/FO/2021 - Plot F, Great Jackson Street, Manchester, M15 4AX - Deansgate Ward** 69 - 138
The report of the Director of Planning, Building Control and Licensing is enclosed.
7. **Application for 132214/FO/2021 - Land South Of Chapeltown Street, Manchester, M1 2WH - Piccadilly Ward** 139 - 222
The report of the Director of Planning, Building Control and Licensing is enclosed.
8. **Application for 132416/FO/2021 - Land Bounded By The Travelodge And Surface Level Carparking To The North, Further Surface Level Carparking To The East, Manchester** 223 - 312

**College To The South And Bury New Road To The West
Manchester - Cheetham Ward**

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

Meeting Procedure

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

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

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

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

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

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

Information about the Committee

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

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

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

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

Further Information

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

Ian Hinton-Smith
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This agenda was issued on **Wednesday, 9 March 2022** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 2, Town Hall Extension (Library Walk Elevation), Manchester M60 2LA

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Planning and Highways Committee

Minutes of the meeting held on Thursday, 17 February 2022

Present: Councillor Curley (Chair)

Councillors: Andrews, Y Dar, Davies, Flanagan, Kamal, J Lovecy, Lyons, Riasat, Richards and Stogia

Apologies: Councillors Shaukat Ali, Baker-Smith and Kirkpatrick

Also present:
Councillor Hitchens

PH/22/07 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding applications 132429/FO/2021 and 131895/JO/2021.

Decision

To receive and note the late representations.

PH/22/08 Minutes

Decision

To approve the minutes of the meeting held on 18 January 2022 as a correct record.

PH/22/09 129318/FO/2021 - Development Adjacent The Jolly Butcher Public House, Petersfield Drive, Manchester, M23 9PS - Brooklands Ward

The applicant was proposing to erect a two storey dwellinghouse on a cul-de-sac off Petersfield Drive. The site is adopted highway and currently allows access to a number of properties on Petersfield Drive and Virginia Close.

This application related to a site, 350m² in size, located on the southern side of Petersfield Drive. The site consists of a small cul-de-sac and associated pavements which provides pedestrian and vehicular access to the rear of nos. 64 and 66 Petersfield Drive, as well as pedestrian access to nos. 14 to 18 Virginia Close and the adjoining pub, The Jolly Butcher. The site is an adopted highway. To the north of the site, on the opposite side of Petersfield Drive, there is a single storey commercial terrace, while to the east there is a terrace of three 2 storey dwellinghouses, nos. 62 to 66 Petersfield Drive. To the east of the site stands The Jolly Butcher PH and to the south lies the rear gardens of nos. 14 to 18 Virginia Close.

The applicant was proposing to erect a two storey detached dwellinghouse on the cul de-sac with gardens to the front and rear, with the rear garden being separated

from the dwelling by a two metre wide strip in order to provide two parking spaces and to allow vehicular access to no. 64 and 66 Petersfield Road.

Objections had been received from five households and the adjoining public house. Objections had been raised in respect of the impact on residential amenity, pedestrian and highway safety and the operation of The Jolly Butcher PH.

The Planning Officer informed the Committee that there had been an appeal against non-determination in relation to this application and stated that reasons for the Officer's recommendation of Minded to Refuse were included within the report.

No objector to the application attended the meeting or addressed the Committee on the application.

No Applicant attended the meeting or addressed the Committee on the application.

The Chair invited the Committee to make comments or ask questions.

Councillor Andrews moved the recommendation of Minded to Refuse for the application. Councillor Stogia seconded the proposal.

Decision

The Committee agreed the recommendation of Minded to Refuse for the reasons outlined within the report.

(Councillors Davies and Kamal were not present for this item and took no part in the discussion or decision making process).

PH/22/10 132429/FO/2021 - Two Parcels Of Land Known As "Trinity Islands" Bounded By The River Irwell, Regent Road, Water Street, Trinity Way And The Railway Manchester M3 4JW - Deansgate Ward

This application was proposing the erection of four towers ranging from 39, 48, 55 and 60 storeys to form a mixed use development comprising 1950 residential apartments (Use Class C3a) and commercial uses (Use Classes E and Sui Generis: Drinking Establishment) (361 sqm) within the podium level together with public realm, car and cycle parking, access arrangements and highway works, and other associated works.

This 1.78 hectare site, currently bounded by the River Irwell, Liverpool Road, Water Street and Regent Road, comprises large areas of hard standing which have been used for parking and recently as a construction compound for the Orsdall Chord. Trinity Way divides the site into two parcels of land know as site C and site D and are connected via an underpass.

There had been eight objections, two neutral comments and one in support.

The Planning officer had no further information or additional comments to make.

No objectors to the application attended the meeting or addressed the Committee on the application.

The applicant's agent addressed the Committee on the application.

The Chair invited the Committee to make comments or ask questions.

A member stated that they noted that this application was a flagship regeneration project but felt there was a judgement call between the amount invested in public realm and the social infrastructure contribution whilst being disappointed in the lack of affordable housing for a scheme of such size and questioned how a reasonable balance can be struck with this type of scheme.

The Planning Officer stated that there were serious challenges for the developer on this site with it being dominated by transport links and within the vicinity of an industrial area. The Planning Officer expressed that this development would have to be desirable in order to work due to these factors or risk failure, adding that lowering the specifications would devalue the scheme. The Planning Officer felt that this site would be an asset to the city with a large amount handed over for public space. £1.5million had been secured to contribute to the creation of a new school and create large job increases. The Planning Officer concluded by stating that further input for affordable housing may be possible due to the 9 year period of development and the potential for costs and values to alter during this timespan.

A member questioned whether the £1.5million towards the school fund was coming from this development alone and also asked if the public space was large enough.

The Planning Officer stated that the creation of the school shell was funded by another development and that the fit out for the school would be covered by the contribution from this application. The Planning Officer confirmed that the public realm was of considerable size, at 40% the size of the Mayfield site.

A member asked about the disposal of food waste.

The Planning Officer confirmed that tenants would be responsible for taking food waste to the ground level.

A member stated that they were disappointed in the lack of affordable housing on site, adding that the school project was also not planned to be on site.

The Planning Officer confirmed that the school would be located at Crown Street.

A member wished to express that there was no bar on affordable housing at any site across the city, including the city centre.

The Chair confirmed this policy.

Councillor Flanagan welcomed this investment and felt that the public space would be a benefit to the city and moved the officer's recommendation of Minded to Approve for the application. Councillor Richards seconded the proposal.

Decision

The Committee agreed the recommendation of Minded to Approve subject to the conditions and the signing of a s106 agreement as detailed in the report.

(Councillor Kamal was not present for this item and took no part in the discussion or decision making process).

PH/22/11 131895/JO/2021 - Coleshill Street Manchester M40 8HH – Miles Platting and Newton Heath Ward

This application was placed before the Committee on 18 January 2022, but committee members agreed to defer determination of the application until the next meeting to allow members to be satisfied that the delivery of affordable dwellings at the site forms part of the development agreement.

Permission was sought to remove condition no.44 attached to planning permission reference 125596/FO/2019 (approved subject to conditions and a section 106 agreement on 10 November 2020), in relation to affordable housing.

The approved scheme for 410 new homes, was accompanied by an Affordable Housing Statement, which outlined that the viability of the scheme had been considered in line with best practice and as such a Viability Assessment was submitted for consideration. There are complex ground conditions on the site, which impact on viability, and it was demonstrated that, in itself, the development could not support affordable housing. Through the involvement of a Registered Provider, however, 114 affordable dwellings are to be provided on the site through grant funding from Homes England.

Since the granting of the planning permission, Homes England has confirmed that the houses would not qualify for funding if they are subject to a planning condition. In this instance the affordable homes would be delivered and secured via the Development Agreement with the City Council and provisions in the leases (fulfilled by virtue of the City Council's landownership interest), rather than by way of condition no.44.

Information was now included within the report to address the concerns of members.

The Planning Officer confirmed that this application had been deferred to allow the Committee to be satisfied that the delivery of affordable housing is controlled via the development agreement. The latest report included a response from the head of development, confirming that the delivery of affordable housing is covered by the development agreement and the late representation detailed that the number and percentage of affordable housing is the same as would have been provided under the original application.

A Local Ward Councillor confirmed that all 3 Ward Councillors were now satisfied with this application.

Councillor Andrews thanked the Planning Officers for fulfilling their obligation in bringing the necessary information back to the Committee and moved the recommendation of Minded to Approve for the application. Councillor Stogia seconded the proposal.

(Councillors Flanagan and Richards both declared an interest in this item and left the room during the consideration of the application).

Decision

The Committee agreed the recommendation of Minded to Approve subject to the conditions and the signing of a s106 agreement as detailed in the report.

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| Application Number | Date of Appln | Committee Date | Ward |
|---------------------------|----------------------|-----------------------|--------------------|
| 132513/VO/2021 | 16 Dec 2021 | 17 March 2022 | Chorlton Park Ward |

Proposal CITY COUNCIL DEVELOPMENT: Erection of a two-storey extension to form changing rooms, cafe facilities, flexible club/social/training rooms and an extension to the existing gym space following the demolition of the existing changing block building; together with the creation of two 3G artificial football turf pitches, associated floodlighting and fencing; a 67no. space car park and an additional 60 space overflow car park; and associated landscaping

Location Hough End Leisure Centre And Playing Fields, 480 Princess Road, Manchester, M20 1NA

Applicant Mr Neil Fairlamb , Manchester City Council, Parks, Leisure & Events, Floor 1 Town Hall Extension, Manchester, M60 2LA,

Agent Mr Neil Adshead, EWA, Wellfield, Chester Road, Preston Brook, Runcorn, WA7 3BA

Background

Hough End Playing Fields is one of the largest areas comprising outdoor sports facilities in the City that is well used by the community for sport, leisure, and recreational activities.

The Hough End Leisure Centre, granted planning permission in 2014 and opened in 2015, provides a leisure centre comprising swimming pools, fitness suite and other indoor sports and recreational facilities. This facility was provided as part of a programme of investments in leisure facilities undertaken by the Council and was part of a scheme to create three new leisure centres in the City. Following it's opening the Leisure Centre has and continues to be a popular facility.

The Leisure Centre was developed as a standalone facility but within the context of the wider sports facilities at Hough End. The longer-term vision is to further develop Hough End as a sport and leisure destination to grow and sustain sport and physical activity participation particularly in south Manchester. As part of this it has been long recognised that facilities to support the external sport pitches at Hough End including changing facilities are deficient. The existing changing pavilion at Hough End playing fields have been condemned and were closed in 2016.

Hough End has been identified within the Council's Playing Pitch Strategy (PPS) and associated Action Plan as a strategic football hub to meet the need for new 3G pitch provision to accommodate club training and match requirements. Manchester's PPS was adopted by the Council executive in December 2017. The site-specific action plan accompanies the Strategy and sets out the sport specific priorities on site by site basis. Together the Strategy and Action Plan are used as evidence to inform decisions on planning applications for playing field land and are referred to by Sport England in their role as a statutory consultee for related planning applications.

The recommendations flowing from a Council review of options and feasibility study was that providing an extension to the existing Leisure Centre building on site would enable the provision of changing accommodation in line with the Football Associations requirements. Also this would add further space for indoor leisure activities including further fitness suite capacity to address local demand together with a café to serve all users of Hough End. In addition to the provision of support facilities and indoor activity spaces, Hough End, as an existing outdoor playing fields site, was identified as a site for increasing adult and junior match play and training to be addressed through the provision of all-weather artificial grass football pitches.

The current application has been submitted following the withdrawal of a previous proposal which together with the proposed extension building and all-weather pitches also included additional sports provision on the northern section of the playing fields for softball and baseball diamonds and associated infrastructure. The current application submission follows a further consultation exercise undertaken by the applicant and amendments to proposals for the site which are presented in the main body of the report below.

Executive Summary

This proposal relates to the erection of a two-storey extension to the existing Hough End Leisure Centre building to form changing rooms, cafe facilities, flexible club/social/training rooms and an extension to the existing gym space following the demolition of the existing changing block building and decommissioning and demolition of an existing sub station on the site. In addition, the proposals incorporate the creation of two 3G artificial football turf pitches, with associated floodlighting and fencing. In order to serve the proposals a further 67no. space car park and a 60 space overflow car park are proposed together with associated landscaping.

The application site currently contains the existing and former changing pavilion to the south-west of the existing Leisure Centre building together with areas of grass playing fields to the immediate north-west, west and south west of the Leisure Centre. The pavilion is to be demolished to make way for an enlargements to the car park at the Leisure Centre.

The proposals were subject to notification by way of 592 letters to nearby addresses, site notice posted at the site and advertisement in the Manchester Evening News. In response 1040 comments have been received 1017 of these are objecting to the proposals. Chorlton Park Councillors Midgley, Rawson, and Shilton-Godwin have submitted comments in support of the proposals.

Amongst other matters that are set out within the main body of the report the loss of natural turf playing pitches on an existing playing fields site, and replacement with all-weather type pitches is addressed; the outcome of this is that the overall provision of natural turf pitches together with the enhancements proposed are considered to comply with national and local adopted planning policy subject to the attaching of conditions recommended in the response from Sport England.

Other matters raised by objectors are also fully addressed.

Description of Site

The application site as noted above, comprises part of the Hough End Playing Fields which are located to the west of Princess Road, to the south of Mauldeth Road West to the north of the Didsbury Metrolink Line and to the east the Broughton Park Rugby Club and GMP Hough End Centre. The wider site extends to approximately 35 hectares in area and comprises grass playing fields (consisting of football, rugby and Gaelic sports pitches); a belt of trees along its eastern Princess Road and northern Mauldeth Road West boundary; Red Lion Brook crosses the northern section of the playing fields separating the existing Gaelic football pitches in the north from the main area of playing fields and sports pitches to the south and has areas of trees to both its northern and southern banks. Framley Road which forms part of National Cycleway 85, and which was rerouted from Princess Road as part of the development of the existing Leisure Centre building, provides a pedestrian and cycle link off Princess Road towards Mauldeth Road West to the north. There are allotments located to the south of the wider Playing Fields site across the Metrolink line and to the north-west separated by Houghend Crescent.

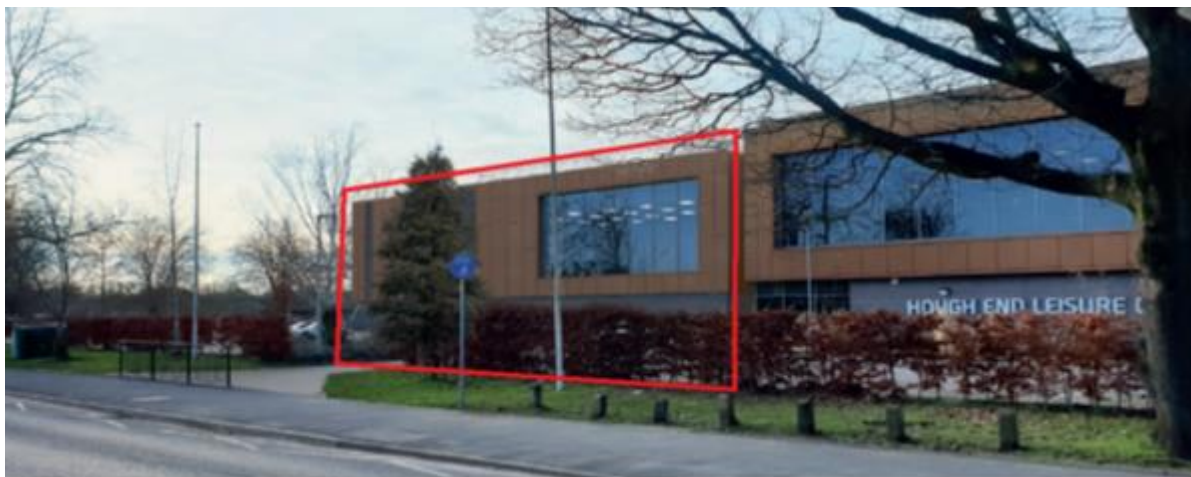
The site is related to the area of the Hough End Playing Fields comprising the former Changing Pavilion which lies to the south west of the Leisure Centre building, an existing substation located to the north east of the existing building and areas of grass playing fields to the south, west and north of the pavilion. The site is relatively flat, with very little level change across its extent.

Description of proposals

The application proposals seek planning permission for the erection of a two-storey extension to the Leisure Centre to form changing rooms, cafe facilities, flexible club/social/training rooms and an extension to the existing gym space following the demolition of the existing changing block building; together with the creation of two 3G artificial football turf pitches, associated floodlighting and fencing; a 67no. space car park and an additional 60 space overflow car park; and associated landscaping.

Extension building

The proposed extension has been designed to reflect that of the existing Leisure Centre building in terms of its external appearance and would utilise materials to match including a mid- warm toned brickwork and copper/bronze cladding at first floor. At ground floor is an entrance lobby leading to a café area with a range of changing rooms to the south of the building. There would be linked access through to the main Leisure Centre building and the reception area within it. The ground floor facilities are directly related to the use of the external pitches which they support with direct access out from the western (rear) elevation. At first floor are the facilities associated with the existing Leisure Centre such as extended gym area and a new club/training room with balcony spill out area and servery that could be used for events, together with area given over to plant and machinery for the building. At roof level the proposals incorporate a photovoltaic array. The extension would be sited on current areas of hardstanding adjacent the existing Leisure Centre building (which contains sheltered car parking) and adjacent areas of soft landscaping and trees. The siting of the extension and 3G pitch would result in the requirement to remove 11 individual trees and 2 no. Groups of trees.



Visualisation of the Princess Road frontage with the proposed extension highlighted in red to the left



Visualisation of the rear elevation – extension is edged in red

3G Sports Pitches

The proposals also seek the installation of 2 artificial turf all weather pitches over existing grass playing fields to the west of the Leisure Centre. The 3G pitches would provide 2 full size (106m x 70m) 3G artificial turf pitches enclosed with 4.5m high weld mesh fencing and 12 no. 15 metre high floodlighting columns – 6 per pitch. The pitches would be arranged to have a central viewing aisle with lower level 1.1m high metal fencing. The applicant has clarified the intention to utilise a cork infill for the pitches rather than a rubber crumb. The pitch arrangement would allow them to be configured for the following format of games 5v5, 7v7, 9v9, and 11v11 pitch formats to support a programme for both club / league affiliated football, and recreational football programmes on site.



Proposed siting of 3G pitches (annotated with number 1)- The existing Leisure Centre is edged red

Cycle and Car Parking

The proposals would increase the level of cycle parking available at the site to 56 covered cycle spaces an increase from 32 spaces. The spaces would be located to the front and side of the proposed extension

Car parking on site would increase in the form of an extended area of dedicated car parking providing 67 no. spaces (annotated number 3 on the above plan) and an overspill area for car parking of 60no. spaces (annotated number 4 on the above plan) to cater for matchday demands for car parking. This would prevent overspill car parking onto the local highway network and residential streets. These spaces are to be provided in addition to the existing provision on the site -173 spaces and 25 overspill spaces. As a result the total provision of car parking on the site would be a total of 240 car parking spaces across the site and 85 spaces in the overspill car parking providing a combined 325 spaces to be available during peak times.

The main car park of 240 spaces would be available for use by visitors and staff at all times. The overspill car park would be controlled via a manual gate and only available during peak times such as football matches on a Sunday. The intention is to

surface the overspill car park with a permeable cellular –paving type of finish with grass inlay.

24 no. Electric vehicle charging points would be installed to serve standard car parking bays, disabled bays and car share bays.

Publicity

The proposal due to the scale of development has been classified as a major development. As, such it has been advertised in the local press (Manchester Evening News) as a major development. A site notice was displayed at the application site. In addition, statutory consultees have been consulted and notification letters have been sent to 592 local addresses and businesses. A summary of the responses received as a result of these notifications is set in the section below.

The applicant undertook pre-planning consultation, as part of the planning submission a statement has been provided which outlines the consultation undertaken and responses to matters raised by those who participated.

Consultation responses

Following the neighbour notification and advertisement of the proposals 1040 responses were received, 1017 of these were objecting to the proposals. A summary of the key points being raised through the notification process is set out in the section below.

Ward members - Chorlton Park - Cllrs Midgley, Rawson and Shilton-Godwin – Submitted a joint response in support of the proposals.

Chorlton Park Councillors express their strong support for this planning application.

This application will improve facilities and opportunities for our residents. Hough End Playing Fields is well used by people from all backgrounds and ages. It is used for organised sport, walking, dog walking and simple relaxation. These plans will lead to a better experience however they are used.

After the first application was withdrawn, a new application was subjected to extensive consultation and scrutiny by all interested parties. Comments received have fed in to the final plans and modifications have been made which we believe balance environmental concerns with the benefits offered by improved facilities.

The Leisure Centre has the highest membership in Manchester and its popularity means that unfortunately it can be overcrowded. The centre is in need of more space so that members can access equipment without long waits. We want to see members using their local leisure centre rather than travelling further afield. Nearly all the members are from the M21 or M20 postcode. The leisure centre is very much a local facility.

The extension will allow for new changing rooms to be incorporated to replace the condemned existing block. Football teams have left Hough End in part because of

the lack of changing facilities and so these modern facilities will attract teams back. The lack of changing rooms has hampered women's football in particular and so dedicated women's facilities will provide further opportunity to grow women's football at Hough End.

The extension will also incorporate rooms for community use and a public cafe which will be a great addition to the site.

The installation of the 3G pitches will bring great benefits to the site as an all year round facility. Whilst there will be improvements to the grass pitches, the weather will still cause postponements. The 3G pitches will allow for use throughout bad weather and being floodlit extend the playing day. Our local community clubs, both senior and junior, will be able to play on a quality surface throughout the year.

Concern has been raised that the 3G pitch will be unavailable for local young people to use but during our discussions with the Project team, we have been assured that community partners will have access and that there will be free sessions available. Local schools, Didsbury High and Chorlton High South will also be able to make use of the 3G pitches for games.

We are delighted to see that the Football Foundation have agreed to our lobbying for cork infill instead of the commonly used rubber crumb. This will prevent the concerns raised around microplastics entering the nearby brook.

Having held discussions with the ecologist we are satisfied that these plans will not have a negative impact on existing wildlife and that there is scope for positive intervention to support wildlife.

Whilst 17 trees will be lost (5 are decaying) we are pleased to see that the replacement ratio has been increased to 3:1. There will also be opportunities for more planting of hedges and trees above this. All of this is to be welcomed.

The car park extension is necessary in our view to stop visitors using nearby streets during busy times. There have been conflicts with residents due to inconsiderate parking and so it makes sense to get cars off those streets and in to a regulated car park on site.

In conclusion we see this as a great investment in our community. It will bring benefits for all and preserve Hough End Playing fields in to the future as a space which all can enjoy.

Councillor John Leech (adjacent Didsbury West Ward) - There are elements of these plans that is supported - the extension of the existing facilities and incorporating new changing rooms, and improving pedestrian and vehicular access. Also the removal of the planned enclosed baseball and soft ball pitches.

Councillor Leech remains opposed to the extension of the carpark, and associated loss of green space as he believes this is unnecessary given the underuse of the existing carpark; he also remains concerned about the environmental impact of the

proposed enclosed artificial pitches, and the lack of commitment not to use rubber crumb, despite promises during the consultation phase.

As a Councillor for an adjacent ward he has requested to be able to address Committee.

Notification responses from residents and other interested parties

- The proposal is inconsistent with Manchester's Biodiversity Action Plan and Climate Change Framework.
- Insufficient consultation has been undertaken with residents and insufficient time has been given for them to comment on the application proposals
- Reduction in green space will reduce biodiversity in the area;
- The loss of grassed areas will impact on health and well being of residents
- The replacement of grass pitches with artificial turf is not sustainable
- The proposals are contrary to the covenants in place for Hough End and that the space should remain open and be free to use
- Changing room facilities should be rebuilt on the location of the condemned pavilion and not in an extension of the leisure centre building
- The provision of 127 new parking spaces will increase traffic, and the associated carbon emissions, leading to further noise and air pollution on Princess Road and is unjustifiable given Manchester City Council have declared a 'Climate Emergency' and is contradictory to the introduction of the Clean Air Zone.
- There are already 3G pitches available in the area in close proximity to Hough End further provision is not needed.
- Princess Road is already very busy and cars exceed the speed limit;
- The existing car park is already difficult to turn in and out of, adding more parking would exacerbate this problem
- A Dog walking area will be lost
- The land was gifted to the people of Manchester by Lord Egerton
- The land should be kept freely accessible green space for people to walk and exercise.
- There would be negative effects on protected and priority species such as pipistrelle bats, starlings, swifts and hedgehogs, due to the loss of trees and grass, and noise and light pollution.
- The introduction of fences up to 4.5 metres high and the associated floodlighting would have a serious visual impact, and are totally out of keeping with the character of the open space.
- No Equalities Impact Assessment appears to have taken place; however, as a public body, it is expected that the applicant would have undertaken this as part of the application
- There are marked shortfalls in natural and semi-natural open space and amenity space in south Manchester, according to the City Wide Open Space Sports & Recreation Study 2009. Reducing the amenity space and elements of the natural open space at Hough End Fields would simply reduce the quantity and quality of amenity space available to residents in South Manchester.
- Paragraph 97 in the 2019 NPPF also states that "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use." A robustly and rigorously assessment to demonstrated that the benefit of developing 3G facilities

and extra car parking at Hough End Fields clearly outweighs the loss of grass pitches and open, multi-functional space has not been provided. There is no current need for the proposal

- August 2021 data for Hough End Leisure Centre shows that user numbers have reduced compared to August 2019, with reasons given including 'residents using alternative methods for exercising which they developed in lockdown and possibly a reduction in funds due to the post pandemic situation resulting in not being able to afford a gym membership'.
- The report from the Strategic Director (Neighbourhoods) on Manchester City Council's Capital Strategy for Leisure Facilities (Jan 2020) "informed members that leisure provision was currently sufficient to meet demand".
- The Playing Pitch Strategy Update (20 July 2021) also acknowledges that Manchester has an oversupply of full sized artificial pitches.
- The Playing Pitch Strategy Update (2021) states that, in 'Central / South Manchester analysis area, demand analysis has identified a need for new 3G provision to accommodate club training, match play and recreational football demand in the catchment area'. The 'catchment area' implies that South Manchester football teams require 3G pitches. However, the draft FTP programme, comprises many teams from outside South Manchester, all of which already train on 3G pitches. This suggests that demand is not, in fact, in south Manchester, as stated, but originates from outside the 'catchment area'.
- The City Wide Open Space Sports & Recreation Study 2009 states that there is a surplus in provision of outdoor sports facilities in south Manchester. The report states that south Manchester can even accommodate a population increase of 25,105 before its outdoor sports facilities are no longer surplus.
- The Playing Pitch Strategy (2019) identifies that there will be future grass pitch shortfalls in Manchester, yet the proposed development would reduce the number of grass pitches available at Hough End Fields. Therefore, this loss of grass pitches is unacceptable.
- The proposed development of additional 3G pitches is excessive given the surplus already documented in south Manchester, and, equates to over-development.
- The proposed development would generate an unacceptable increase in the level of noise in the residential area, reducing amenity, disturbing people and wildlife, and significantly changing and diminishing the character of the site.
- The plans to develop extensive hardstanding for car parking and artificial surface areas for pitches will inevitably increase surface water run-off;
- The proposed felling of established, large trees would reduce the effectiveness of the site to absorb surface run-off.
- Surface run-off is planned to drain directly into the Brook, however, within the context of increased future rainfall and flood risk, this is of grave concern to local residents, particularly those downstream whose lives and livelihoods would be affected by further flooding.
- The applicant's proposals actually reduce the amount of open space, reduce the grass pitches on the site and restrict access to a freely accessible multi-functional green space.
- The Sustainability Appraisal only considers carbon dioxide emissions associated with the construction and use of the new building extension. It does not include the significant carbon emissions involved in the construction of the proposed 3G pitches,

or the loss of carbon dioxide capture and storage associated with replacing turf with artificial surfaces.

- The 127 car parking spaces proposed as part of this application is in excess of the Core Strategy Parking Standards where a maximum of 67 additional spaces are allowed; defining the additional 60 spaces as overspill should not mean that these are dealt with any differently to a normal car parking space.
- Princess Road is one of the most polluted roads within Greater Manchester, and monitoring data from the Local Plan Air Quality Report has shown the road has, on occasions, exceeded the legal maximum NO2 limit
- The planning application claims that no Rights of Way would need to be extinguished as part of the proposal. However, a significant number of local residents at Hough End Fields have used walking, cycling and running routes across Hough End Fields for over 20 years. We conclude that customary rights to use the land have been established by long use without challenge by the landowner, since the area is designated as "Open Space". Therefore, a public right of way has been established around the perimeter of the playing fields.
- There are currently no options for recycling 3G pitches once they come to the end of their lives (expected lifespan is 8–10 years), meaning that 3G pitches are sent to landfill at end of life. This does not comply with Manchester City Council's waste policy, which aims to avoid sending waste to landfill, giving priority instead to preventing, reducing, reusing or recycling waste. Given that the standard weight of a rubber crumb 3G pitch is over 200 tonnes and there is a surplus of 3G pitches within Manchester, this is a huge amount of waste that will need to be sent to landfill in the following years. This is totally unsustainable and unacceptable for a Council that has declared a Climate Emergency.
- The proposed highways improvements are not in any way sufficient to take account of the increased amount of traffic that the development would generate
- The Transport Assessment concludes that the site is considered accessible by sustainable modes of transport with 'good levels of pedestrian and cycling infrastructure' and 'public transport opportunities within acceptable walking distance'. Sustainable transport options should be prioritised over car journeys, given the Climate Emergency context
- Research from the Danish Technological Institute has shown that loss of rubber crumb material from 3G pitches is significant and that this loss leads to discharge into the aquatic environment. This is likely to occur at Hough End Fields as the planned 3G pitches would be sited in close proximity to the Brook.
- Use of organic cork infill is preferable to rubber crumb; however, cork will be subject to drift in the same way as rubber crumb, and will subsequently enter Red Lion Brook. Cork infill used on 3G pitches may be treated with chemicals which render them non-compostable
- Inadequate community involvement
- Floodlights (even highly directional floodlights) would significantly impact the amenity value of Hough End.
- The Noise Impact Assessment states that it undertook a desktop survey of noise maps, as well as using old data from 2017 due to travel restrictions being in place at the time of writing. However, the Noise Impact Assessment is dated December 2021 when no travel restrictions were in place and a full assessment that collected up to date, accurate noise data could have been completed. Using data from 2017 does not give an accurate, current picture of the noise situation.

- It is unclear whether the proposed 3G pitches would use rubber crumb or an organic cork infill, as different documents give conflicting information. Data show that 3G pitch crumb consists of approximately 52 chemicals classified as known, presumed or suspected carcinogens. Exposing children and adults to these substances without any reliable long-term research studies that evidence no carcinogenic health effects is both irresponsible and dangerous. In fact, on the basis of medical/scientific studies demonstrating the ill effects of 3G upon health, many 3G pitches are now being removed in the Netherlands.
- The current open space is accessible to all. Fencing off areas of open space on public land would indirectly discriminate against people who would no longer be able to pass freely across it, including (among others) people with physical disabilities who may be unable to use their mobility aids to navigate across the pitches. Introducing floodlighting onto previously unlit fields may also discriminate against people with sensory sensitivities such as adults and children on the autistic spectrum.
- The proposals do not meet the needs of the deprived communities surrounding Hough End Fields which is an open green space, free of charge for everyone to use. However, a fenced-off, pay-to-use sports development would discriminate against those who do not have the means to access this
- Investment in sporting facilities and the increase in obesity are hugely important issue and it is vital to have effective strategies to combat it as quickly as possible but this should not be done at the expense of loss of green space like Hough End Fields
- Hough End is brilliant due to the number of pitches and its drainage, and means our matches are rarely cancelled due to waterlogging. Reducing the number of pitches would mean that it would be harder to get a game, and the cost of the astro turf pitches would price us out of the area.
- The wrought iron staircase leading down onto the fields from Princess Rd at the south east end of Hough End (opposite the Catholic church and adjacent to the Withington Metrolink stop) be refurbished or replaced to make the steps safe. This staircase is a public right of way and an important access route onto the fields for many members of the public. It is reasonable to expect an important public access route to the fields to be properly maintained regardless of whether this planning application is approved or not.
- Tackling climate change needs urgent expansion of green spaces, yet in the UK our policies have led to catastrophic declines in population numbers for many species of wildlife including birds and insect
- The submission fails to detail the short and long term carbon costs of the installation of the 3G pitches and associated structures. It merely details carbon saving measures intended for nearby buildings. If the council is serious about reducing carbon debt in Manchester, it cannot offset the (unspecified) carbon cost of the pitches against improvements in nearby buildings.
- There is no doubt that the crisis of childhood obesity is serious and needs tackling. What is less clear is the impact this development would have on that crisis. Which populations of those suffering childhood obesity would directly benefit from the facilities? And how exactly would organised sport improve their health? Which studies demonstrate this? The council and development team's own projected bookings for the 3G pitches demonstrate that local young people suffering from childhood obesity will not be the principal users.
- Criticisms of the application submission in terms of inconsistencies and errors have been received

In addition to the above 22 comments in support of the proposals have been received a summary of the points made is set out below:

- The provision of quality, useable, sports facilities is an important local good.
- The fields are sparsely used and I cannot see how the use of some of the space for the proposed facilities will realistically, significantly, impact the current users.
- As someone who has regularly played football for the last 30 years, I'm struggling to think of any facilities that are as bad as Hough End. The changing rooms have been non existent, you always have to check the pitches for dog mess, the pitches are like playing in a quagmire, with games regularly called off between November and February.
- The proposed highway works would exacerbate parking issues for existing residents on Princess Road.
- To have 3G pitches available would be transformative. Football can be played there all day long, and all year round, with minimal change on what is already available.
- As a founder of an inclusive women's football club I am asking that we continue with plans to create more all-year-round football pitches and that my club of 250+ players is desperate for more quality pitch space.
- These 3G pitches will be crucial for women and girls as women's football catapults into popularity and it's crucial we give women the best possible spaces to train and develop. This new pitch gives us that chance.
- there will continue to be loads of suitable grass space for playing football, walking dogs, playing rugby etc.

Statutory and Non- Statutory Consultees

Environment Agency - As submitted, have no objection, in principle, to the proposed development provided that conditions detailed below are included as part of any subsequent planning approval granted.

Without inclusion of the conditions recommended as part of this response letter, as submitted, the proposed development would be considered to pose an unacceptable risk to controlled waters and we would be minded to object to the application in accordance with paragraph 174 of the National Planning Policy Framework (NPPF).

The site is located upon a Principal Aquifer associated with the Wilmslow Sandstone Formation and is considered to be a sensitive receptor.

Red Lion Brook cuts across the northern site 50 m south of the northern section of the site. The brook flows north-west into Chorlton Brook which is culverted beneath Hough End Crescent to the north-west and has an overflow to the west. The inferred groundwater flow direction is towards the Chorlton Brook to the west/northwest of the site based on groundwater contour data.

The use of infiltration technologies should be carefully considered and only implemented where risk is no / low risk . Infiltration to ground should not be permitted unless the potential risks to controlled waters can be appropriately controlled. Surface water discharge from parking areas should pass through a properly maintained oil separator and not directly to ground or watercourse.

As such the EA recommend a series of conditions be attached to any approval for the purpose of: further ground investigation and remedial strategy and verification reporting; piling or any alternative deep foundation solution shall not be carried out at the site; and agreement of a surface water scheme to ensure risks to controlled waters are appropriately controlled.

MCC Environmental Health - Have considered the application proposals and have recommended that the following conditions be attached to any approval: delivery and servicing hours; fumes and odours; demolition and construction management plan and hours of working; post completion report for lighting levels; A verification report confirming that the predicted noise levels have been met; acoustic insulation of external equipment; outdoor pitch hours of use; the submitted waste management strategy to be implemented; implementation of the proposed electric vehicle charging points; and contaminated land.

MCC Highway Services - The site is suitably accessible by public transport via bus services along Princess Road and Metrolink services are available from the nearby Withington tram stop. Traffic Regulation Orders (TROs) along Princess Road vary and include no waiting during certain times and no waiting at any time. Adopted highway extends to the back of footway along Princess Road.

Car Parking - The car park layout is acceptable in principle. The applicant has suggested that the existing parking provision is at capacity on weekends during the busiest football periods (pre COVID-19 pandemic).

It is recommended that the accessible space usage is monitored and if demand increases then arrangements made to accommodate this - this should be included in the conditioned car park management plan.

Travel by sustainable modes rather than providing more car parking is encouraged. However, it appears that the existing parking is inadequate for current requirements, therefore, in this case the addition of the car spaces and overspill car parking is acceptable in principle.

Electric Vehicle Charging is proposed which is welcomed.

Car Park Management is to be managed via a car park management plan to be conditioned.

Servicing - No proposed change to existing - a swept path analysis for a 11.2m refuse vehicle has been provided, this is acceptable in principle.

Cycle Parking - It is proposed a total of 56 covered cycle spaces (+24 spaces) will be provided as part of the development proposals. The usage of cycle parking should be monitored and additional cycle parking provided as necessary. All cycle parking should be secure and weatherproofed. This should be conditioned.

Highway Safety - A series of highway works are proposed these :
- New fingerpost signage on Princess Road and Mauldeth Road West to highlight the existing pedestrian and cycle route via Framley Road.

- Upgrade of the existing Pelican crossing to a toucan crossing with new signal equipment, tactile paving and revised zig-zag markings on Princess Road.
- Bollards on the east side of Princess Road in the vicinity of the crossing to prevent vehicles from parking on the footway in the immediate vicinity of the crossing.
- TROs in the form of double yellow line (no waiting at any time) parking restrictions at the western end of Whitchurch Road to provide junction protection.
- H-bar markings at the western end of Whitchurch Road to discourage inconsiderate parking and protect driveway access/residential amenity in the vicinity of Princess Road.
- Build-out of kerblines at the junction of Whitchurch Road/Princess Road, which narrows the distance for pedestrians to cross on the pedestrian desire line, and provides dropped kerbs and tactile paving at the crossing.
- Introduce speed limit roundels and keep clear markings on the carriageway.

Travel Plan - An interim travel plan has been provided. The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any subsequent planning consent.

Event Management Plan - For special events it is recommended that an event management plan is developed for the site - this should be conditioned.

Construction Management Plan - A Construction Management Plan should be developed as part of an appropriate worded condition to detail such matters as the phasing and quantification / classification of vehicular activity associated with planned construction, evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway, site hours, details of contractor parking, wheel wash facilities, and Dilapidation surveys should be undertaken.

MCC Flood Risk Management Team /Local Lead Flood Authority – Have considered the application proposals and submitted information. It is recommended that conditions are attached to any approval for the agreement of the surface water drainage scheme for the site and for a maintenance and management scheme of the approved drainage of the site.

Greater Manchester Ecology Unit - The developer's ecological consultant identified no significant ecological issues. Matters relating to bats, badgers, hedgehog, nesting birds, invasive species and biodiversity enhancement measures can be resolved via conditions and/ or informatives.

Consideration of ecological matters is set out within the issues section of this report.

Transport for Greater Manchester (Metrolink) - The location of the proposed development is sufficiently remote from Metrolink and therefore there are no comments to make from a Metrolink perspective in respect of this application.

United Utilities – Recommend conditions are attached to any approval relating to the submission and approval of a surface water drainage scheme.

Cadent Gas – Have no objection to the proposals and request an informative note be attached to any approval for the applicants benefit.

Sport England – As a statutory consultee raises no objection to this application which is considered to meet paragraph 99(c) of the NPPF and Exceptions 5 and 2 of their adopted Playing Fields Policy, subject to conditions for: Technical design and construction specifications of the Football Turf Pitches; Management and Maintenance Scheme; Scheme of natural turf pitch improvements; and, Community Use Agreement.

Sport England has considered the application in light of the National Planning Policy Framework (in particular paragraph 99), and against its own playing fields policy, which states:

Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field; or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.

The Proposal and Impact on Playing Field

The proposal has been amended from the previous application (129948/VO/2021). The number of overflow car parking spaces has been reduced and the construction of a soft ball/baseball diamond has been removed. This is disappointing given the amount of unmet demand and need for new baseball/soft ball facilities required in Manchester as identified in the Council's Playing Pitch Strategy. One of the two proposed FTP's has been reduced in size from a 'super' size to standard.

It is proposed there will be two 106 x 70m Full Size 3G Football Turf Pitches with sports lighting and fenced. The FTP's will be located on an area of the playing field that currently accommodates 3 adult football pitches and forms part of the functional playing field. The playing field as a whole will be reconfigured to ensure all existing sports and pitches can be accommodated, with enhanced maintenance to improve the quality, and ensure dimensions comply with the relevant National Governing Body of Sport guidance.

The Leisure Centre and car parking will be predominantly on the footprint of the existing Leisure Centre and car parking with some encroachment onto the functional part of the playing field.

Assessment against Sport England Policy

Leisure centre and car parking

The Leisure Centre and car parking will be predominantly on the footprint of the existing Leisure Centre and car parking with some encroachment onto the functional part of the playing field. The new built facilities support the use of the playing field by providing changing facilities and car parking. The reconfiguration of the playing field

results in a net gain of pitches and it is considered the Leisure Centre and Car Parking elements of the proposal meet the following Exception to Sport England's Playing Fields Policy:

The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.

FTPs and natural turf pitches

This application relates to the provision of new outdoor sports facilities on the existing playing field at the above site. It therefore needs to be considered against Exception 5 of Sport England's policy, which states:

'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

Sport England have therefore assessed the existing and proposed playing fields against the above policy to determine whether the proposals meet Exception 5.

Sport England has assessed the potential benefits of the new FTPs by taking into account a number of considerations. As a guide, these include whether the facility: meets an identified local or strategic need; fully secures sport related benefits for the local community; helps to meet identified sports development priorities; complies with relevant Sport England and NGB design guidance; is accessible by alternative transport modes to the car.

Also considered were any potential negative impacts of the AGP. For example, it is unlikely that a loss would be acceptable if: it would result in the main user being unable to meet their own minimum requirements for playing pitches; other users would be displaced without equivalent replacement provision; it would materially reduce the capability and flexibility of the playing field to provide for a range of sports and natural grass playing pitches; or the area of playing field is significant in meeting local or strategic needs.

A 'Playing Fields Planning Statement' has been submitted as part of the application and prepared by MCRactive. This sets out the changes in Artificial Grass Pitch (AGP) provision since the Council's 2018 Playing Pitch Strategy (PPS) was undertaken. Although the PPS shows an oversupply of AGP's, changes in the supply has reduced the number that are accessible to local football teams in South Manchester. MCRactive has undertaken consultation with local sports clubs and teams which helped inform the evidence presented in the Planning Statement. The Statement sets out the strategic need for the two FTPs and what the intended sporting benefits will be. No existing users will be displaced and the range of pitch sport types and sizes will be retained and enhanced to meet individual sport needs.

Only the layout of the FTP's have been submitted not the technical design details including cross sections of each of the sub layers and carpet, and materials to be used. Although the plans refer to a rubber crumb infill, it is understood a more natural

and environmentally friendly alternative is currently being considered, however no details of the infill have been presented with this application. A condition is required to ensure the technical design and construction specifications of each FTP is submitted. This is to ensure the FTPs are fit for their intended purpose and will be of a quality that realises the sporting benefits required by policy exception E5.

The proposal as a whole creates the opportunity to reconfigure the natural turf pitch provision to bring them in line with the recommended National Governing Body of sport dimensions and orientation and improve their quality. The majority of current pitches are undersized and do not comply with FA guidance on safety run-off dimensions and are rated as poor quality. There will be qualitative improvements to the remaining natural turf football pitches to bring them up to a good quality, through enhanced pitch maintenance works, to support summer and winter sport requirements and increase community use on site. Although there is a clear intention to reconfigure the site and implement pitch improvements the specific works and timetable for implementation has not been submitted. As this element supports the sporting benefits of the overall scheme to meet Policy Exception E5 a condition is required for a Pitch Improvement Scheme.

The Management and Maintenance of the site is crucial to ensuring the long term sporting benefits of the scheme are secured. For that reason a condition ensuring a Management and Maintenance Scheme is submitted is required.

In order to ensure the sporting benefits that outweigh the loss of natural turf playing field are implemented, a Community Use Agreement for all sports facilities and pitches, is required and should be secured by condition.

Consultation with the Football Foundation

Under the terms of a Memorandum of Understanding Sport England has with the pitch sport National Governing Bodies on planning applications, the Football Foundation has been consulted. They have provided advice on the strategic need, sporting benefits and technical construction of the FTPs and submitted by the Football Foundation Delivery Manager (North West):

It is proposed that the two 3G FTPs on site would be delivered through the AGP Framework and therefore should be delivered in-line with the FA 3G Design Principles. The Foundation has provided guidance to help inform future stages of the design/construction:

Construction Quality

- The pitch is constructed to FIFA Quality Programme for Football Turf – FIFA Quality standard or equivalent International Match Standards (IMS) as a minimum.

Testing

– Any 3G pitch to be used for FA affiliated football in England must be on the FA 3G pitch register. Teams hosting matches on a pitch that is not on the register are at risk of the league or competition imposing sanctions.

Pricing

- Pricing policies must be affordable for community/grass roots football clubs and should be agreed with the local County Football Association. This should include match-rates at weekends equivalent to the Local Authorities price for natural turf pitches.

Sinking fund

- Ensure that a sinking fund (formed by periodically setting aside money over time to cover the resurface and replacement life-cycle costs) is in place to maintain 3G pitch quality in the long term.

Design guidance:

- The 3G AGP design should follow The FA Guide to Football Turf Pitch Design Principles and Layouts.

- We recommend that the fencing is recessed to allow for safe and easy goal storage.

- The FA recommend the perimeter fence height on all sides of the 3G AGP is 4.5m.

- A minimum safety run off 3m should be provided from all pitch perimeter lines that must be free from obstructions at all times.

Spectator area

A dedicated hard standing area for spectators should be provided within the perimeter fence. A 1.1m high spectator barrier should be installed to ensure that spectators can view the 3G playing area from this hard standing area which is separate from the 3G area.

- Recommend that over-marking is made to allow for different formats of football (e.g. 5v5, 7v7, 9v9 and 11v11).

- Measures should be taken to ensure that the infill does not leave the playing surface – such as, low level kick boards on the pitch perimeter fencing and rubber catch grills at the player entry and exit points of the pitch.

The Football Foundation, on behalf of The FA, is fully supportive of this project and it has been prioritised to receive Football Foundation investment and is identified in the Local Football Plan.

The Football Foundation has provided design guidance , their comments support the need for the conditions set out in the Conclusions section of this correspondence.

Conclusions and Recommendation

Given the above assessment, Sport England does not wish to raise an objection to this application as it is considered to broadly meet paragraph 99(c) of the NPPF and Exceptions 5 and 2 of Sport England's Playing Fields Policy.

The absence of an objection is subject to the following conditions and an informative being attached to the decision notice should the local planning authority be minded to approve the application:

Recommended Conditions: Technical Design of the Football Turf Pitches; Natural Turf Pitch Improvement Scheme; Management and Maintenance Scheme; and Community Use Agreement.

Policies

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

Core Strategy Development Plan Document

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Relevant policies in the Core Strategy are detailed below:

Policy SP 1 Spatial Principles – The proposal are considered to accord with this policy through its contribution towards the improvement and enhancement of recreational and leisure facilities and making a positive contribution to the health and wellbeing of residents.

Policy T1 Sustainable Transport – The development would provide a balance between improvements for active travel through provision of improved pedestrian crossing facilities of Princess Road, additional secure cycle parking, car parking improvements including provision of electric vehicle charging points and a travel plan for the site which would assist in encouraging a modal shift away from car travel to more sustainable alternatives.

Policy T2 Accessible Areas of Opportunity and Need – The proposed development is in a sustainable location in relation to pedestrian and cycle networks and offers good levels of multi-modal accessibility to Manchester City Centre and across Greater Manchester according to the Greater Manchester Accessibility Levels developed by Transport for Greater Manchester.

Policy EN1 Design Principles and Strategic Character Areas - The proposal is considered to be of a design and layout that is consistent with the character of the site and Southern Character Area.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposed development have been designed in accordance with the 'energy hierarchy', which aims to reduce energy demand through passive design measures and a fabric first approach before utilising low carbon energy and the production of on-site renewable energy. In this instance the development incorporates Air Source Heat Pumps to provide heating within the buildings and installation of an array of roof mounted photovoltaic cells.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy through the design of the building and incorporation of air source heat pumps and photovoltaic (PV) Technology.

Policy EN 8 Adaptation to Climate Change – The proposals incorporate surface water drainage systems designed to deal with climate change and reduce the risk of flooding elsewhere.

Policy EN9 Green Infrastructure – The proposals have been designed to incorporate and retain the trees and vegetation that form the boundaries to the site and incorporate many of the existing trees on site. The proposals will result in the reduction in grass playing fields at the wider Hough Ends Playing Fields and mitigation tree planting and landscaping is proposed.

Policy EN10 Safeguarding Open Space, Sport and Recreational Facilities – The proposals seek to improve the quality of sport and recreational facilities at an existing playing fields and leisure site.

Policy EN11 Quantity of Open Space, Sport and Recreation – The proposals would provide support facilities for existing grass pitches and 3G pitches that would enable provision for meeting an identified shortfall of demand in south/central Manchester in training and junior matchplay.

Policy EN12 Area Priorities for Open Space, Sport and Recreation – The proposals seek to enhance sports facility provision and address deficiencies identified through the Playing Pitch Strategy in central/south Manchester.

Policy EN14 Flood Risk – The site falls within Flood Zone 1 and is at low risk of flooding. A Flood Risk Assessment and drainage strategy has been prepared.

Policy EN15 Biodiversity and Geological Conservation – The development would provide an opportunity to secure ecological enhancements and additional tree planting.

Policy EN 16 Air Quality - An air quality assessment has been submitted alongside the application. Whilst the site is not located within an Air Quality Management Area, Princess Road immediately adjacent the site is due to annual exceedances of Nitrogen Dioxide.

The assessment indicates that there is medium to low risk of dust impacts during demolition, earthworks and construction activity without mitigation. There are a

number of recommendations made to mitigate these identified impacts. The assessment found that the proposed development will have a negligible effect on local air quality once operational.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

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

Policy EN19 Waste - It is intended that a site waste management plan will be developed for the construction phase of development to reduce, reuse and recycle materials. In addition, the demolition of buildings on site will be undertaken following the preparation of a waste salvage assessment to identify the materials that can and cannot be salvaged as part of the demolition work. A waste management plan and details of bin storage have been provided with the application submission and are considered acceptable.

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

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

The application is considered in detail in relation to the above issues within the Issues section of this report.

Relevant Saved Unitary Development Plan Policies

Policy CB2 ‘ Hough End Clough protection’ - The proposals lie outside of this area and are not anticipated to impact on its existing condition. The proposals do include for biodiversity enhancements of the wider Hough End Playing Fields including boundary planting to the east and north with additional planting to the south of Red Lion Brook which flows into Chorlton Brook and the Clough.

Policy CB11 'Leisure and Recreation' retention of the open character of Hough End Fields - The proposals seek to improve the range and quality of recreational facilities available at Hough End Playing Fields.

Policy DC22.1 'Footpaths' the proposals would not result in unacceptable inconvenience to local pedestrian movement.

Policy DC26 'Development and Noise' the proposals are accompanied by a Noise Impact Assessment, subject to suitably worded conditions being attached to any approval the proposals are not considered to give rise to unacceptable impacts on residential amenity.

Relevant National Policy

The National Planning Policy Framework (July 2021) sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role. The NPPF outlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan 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 following specific policies are considered to be particularly relevant to the proposed development:

Section 6 – (Building a strong and competitive economy) - The proposal would create jobs during the construction period.

Section 8 (Promoting healthy and safe communities) – The proposals have been designed with safety and security in mind and would provide sports facilities that enable and support healthy lifestyles and address local health and wellbeing needs.

Section 9 (Promoting Sustainable Transport) – The proposal is in a sustainable location and would include enhancements to the road network in the form of enhanced pedestrian crossing and provision of convenient and safe cycle storage facilities.

Section 11 (Making Effective Use of Land) – The proposal would make effective use of land utilising a part previously developed site in an urban location.

Section 12 (Achieving Well-Designed Places) – It is considered that the proposals would achieve a well-designed place.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The proposed extension has been designed in accordance with the 'energy hierarchy', which aims to reduce energy demand through passive design measures

and a fabric first approach before utilising low carbon energy and the production of on-site renewable energy. The scheme includes a drainage strategy designed to meet climate change and reduce flood risk.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would not have a significant adverse impact in respect of the natural environment.

Other Material Considerations

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The design, scale and siting of the proposed development is considered in more detail within the issues section of this report but is considered to accord with the general principles set out within this document.

Manchester City Council – Open Space and Recreational Needs Assessment 2009

This document provided part of the evidence base for the development of the planning policies contained in the adopted Core Strategy development planning document. In terms of the application site the Assessment identified Hough End Playing Fields within the outdoor sports facility's typology of Open Space. The assessment indicates that the strategic priorities for outdoor sports facilities in south Manchester were:

Address issues with regards to the promotion of, and access to outdoor sports facilities and ensure that awareness of sports facilities in Manchester is raised.

Protect all outdoor sports facilities from development unless criteria set out in Sport England policy are met. This should be incorporated through the provision of appropriate policies in the LDF. Playing Pitch Strategies should be updated every five years as a minimum

Seek to improve the quality of outdoor sports facilities. Sites should meet National Governing Body criteria. This includes the provision of appropriate changing facilities. Improvements to outdoor sports facilities should give consideration to the habitats provided at these sites and the species that are evident.

Manchester Playing Pitch Strategy (PPS) and Site Action Plan (2017-2021)

Manchester PPS was adopted by the Council executive in December 2017 to provide a strategic framework to inform strategic priorities over a five-year period. The site-specific action plan that accompanies the Strategy and sets out sport specific priorities on a site by site basis. Together the Strategy and Action Plan are used as

evidence to inform decisions on planning applications for playing field land. The documents are also referred to by Sport England in their role as statutory consultee.

The PPS sets out a series of sport and pitch specific recommendations which include the following: that existing quantity of grass football pitches is to be protected; where grass pitches are overplayed and rated as standard or poor quality, prioritise investment and review maintenance regimes to ensure it is of an appropriate standard to sustain/improve pitch quality; should any new 3G pitches be built, seek to secure access through usage agreements where possible as a condition of partnership investment or planning conditions; Should any new 3G pitches be built, ensure they are constructed to required specifications and to meet FA recommended rather than minimum dimensions where land footprint allows, so to maximise opportunities for use for all formats of competitive play; Consider possibilities to create multi-pitch (potentially multi-sport) hub sites where 3G provision is able to support grass pitches as a broader, sustainable, all-in-one community offer; and, secure sufficient access to capacity to deliver non-formalised football participation, including for small sided football, walking football and partnership delivery.

The Site Action Plans to accompany the PPS are reviewed annually. The last update reported to the Council's Communities and Equalities Scrutiny Committee in July 2021 provided an update on supply and demand for pitch provision which confirmed: the requirement to continue to protect all existing playing pitch provision; there still remained a requirement to improve and enhance changing provision attached to grass pitch sites.

The Action Plan also noted that there was a theoretical oversupply of Artificial 3G Pitches, with regards to full sized single pitch 3G facilities for affiliated football team training. It qualifies this oversupply by indicating that in the Central / South Manchester demand analysis has identified a need for new 3G provision to accommodate club training, match play and recreational football demand in the catchment area. Hough End Playing Fields has been identified as the location to provide a balance of 3G and grass pitch provision.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (MGBIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The scheme retains boundary trees, includes a landscaping scheme and proposals would develop biodiversity enhancements of the site.

Our Manchester Strategy 2016-25

Sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys.
- Improve green spaces and waterways including them in new developments to enhance quality of life.
- Harness technology to improve the city's liveability, sustainability and connectivity.
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport.

- Argue to localise Greater Manchester's climate change levy so it supports new investment models.
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF)

This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20. Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework

This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester. Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Other legislative requirements

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

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

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

Issues

Principle

The principle of the provision of facilities for, and to support sport and outdoor recreation on an existing site for sports and recreation is considered acceptable. In this instance further consideration is required of the potential impacts arising from the proposals on residential and visual amenity, the need for the proposals which includes replacing grass pitches with all weather pitches, highway and environmental implications and impacts on ecology.

Following receipt of comments criticising some errors and inconsistencies within the submitted application information the applicant responded with updated documents to clarify and correct these. This information has been reviewed and considered as part of the assessment process, the amended documents and plans do not fundamentally alter the proposed scheme or the implications arising from them.

Open Space and provision of support facilities

Hough End Playing Fields have been in use as playing fields for a considerable period of time, ordnance survey plans from the 1950s identify the land subject to the application as being in such use. Land to the immediate north, was at the same time set out as a housing estate in the form of prefabricated housing constructed after the second world war, this housing was subsequently removed and then reverted to part of the wider Playing Fields site either side of Red Lion Brook.

The Council's Open Space and Recreational Needs Assessment finalised in 2009 which formed part of the evidence base for the development of the adopted planning policies in the Core Strategy identified Hough End Playing Fields as an area of outdoor sport facilities. Outdoor sports facilities are a wide-ranging category of open space which includes both natural and artificial surfaces for sport and recreation.

This assessment also set out the framework for the strategic priorities for outdoor sports facilities in south Manchester which were:

- Address issues with regards to the promotion of, and access to outdoor sports facilities and ensure that awareness of sports facilities in Manchester is raised.

- Protect all outdoor sports facilities from development unless criteria set out in Sport England policy are met. Playing Pitch Strategies should be updated every five years as a minimum
- Seek to improve the quality of outdoor sports facilities. Sites should meet National Governing Body criteria. This includes the provision of appropriate changing facilities. Improvements to outdoor sports facilities should give consideration to the habitats provided at these sites and the species that are evident.

The current proposals are accompanied by a Playing Field Statement outlining the strategic need for the facilities proposed. The statement sets out that the Site-Specific Action Plan that accompanies the Playing Pitch Strategy identifies Hough End Playing Fields as a site of strategic importance for football development in Manchester. Hough End is the largest football facility in the City; it is, however, deficient in terms of changing facilities, has poor quality grass pitches and no 3G football pitches. The intention is that the proposed plans would address the recommendations identified in the Playing Pitch Strategy creating sustainable community football facilities that can support existing usage and future growth of teams, and recreational football participation in the South Manchester area. As part of wider works to the grass pitches it is confirmed that the reconfiguration and qualitative improvements of grass football pitches to a good quality standard would significantly increase capacity from 36 to 58 match equivalent sessions per week.

In assessing the proposals Sport England and the relevant National Governing Body have reviewed the statement and raises no objection to the proposals in terms of the loss of grass pitches, subject to a number of conditions relating to technical design aspects of the 3G artificial pitches and the improvements to the retained grass pitches which the applicant has set out within their supporting statement. It is therefore considered that the proposed replacement of an area of grass pitches for 3G artificial turf pitches and the provision of changing and other associated facilities is in accordance with adopted planning policies contained in the Core Strategy and is consistent with the National Planning Policy Framework, the Manchester Playing Pitch Strategy and accompanying action plan. As recommended in the response from Sport England a number of appropriately worded conditions are proposed to be attached to any proposal.

Concerns have been raised in respect of the need for the proposed 3G pitches and that the proposals would not address the demand of local clubs and residents. As set out above the applicant has provided a supporting statement that identifies the need for the proposed pitches and changing facilities and that these have been developed to ensure facilities can meet local need and support future growth. This includes growth in participation in adult female; adult male; youth football, adult, and youth disability; junior football; small sided recreational; small-sided teams and leagues; local schools, and recreational football participation. Approval of the proposals would be subject to a community use agreement to ensure that local groups, clubs and residents would be able to access the proposals.



Plan of Hough End Playing Fields – the scope of existing grass pitches to be developed as part of the application for 3G pitches and overspill car parking are edged red the remainder of the Playing Fields to be used for grass pitches is shaded light green

It is acknowledged that the grass sports pitches are open and currently not enclosed, the installation of fencing would result in a limited area of the proposed 3G pitches no longer being accessed beyond their intended function. It is essential that the 3G pitches are fenced and is in line with the guidance of the National Governing Body, and would ensure that the surface is kept in good condition free from litter, dog fouling and vandalism. A small proportion of the wider site would be given over to the pitches and overspill car park which is currently grass and open to the wider public.

Residential Amenity

The site is long established as a provider of outdoor sports facilities with associated comings and goings associated with the activity that takes place.

It is recognised that the provision of 3G pitches would enable a more intensive use of the outdoor pitches and the impacts of noise generated from the use of the 3G pitches has been assessed within the submitted Noise Impact Assessment (NIA). This concludes that the operation of the 3G pitches would have a negligible impact at the nearest residential properties on Princess Road. These properties are over 100 metres away and are separated from the new pitches by Princess Road. It is proposed to attach an hours of use condition of the 3G pitches to any approval as recommended by Environmental Health for their use from: Monday to Friday 09:00 - 22:00hrs ; Saturday 09:00 - 21:00hrs, and Sunday 09:00 - 20:00hrs.

The proposals would increase the level of car parking at the site and the submitted NIA identifies that such increases in potential traffic and associated increase in noise levels would be imperceptible to nearby residents and as such give rise again to negligible effects.

The submitted NIA also assesses potential noise impacts from equipment and plant machinery associated with the proposed extension and noise breakout from the first floor gym areas, it concludes that these elements would not give rise to unacceptable impacts on the closest residential properties. It should be noted that as the final makes and model of plant equipment to be installed is unknown, so the submitted assessment has been completed based upon manufacturers data for plant similar to the proposed. An appropriately worded condition would need to be attached to any approval to ensure that the final details meet the anticipated performance set out within the NIA.

The submitted NIA has been assessed and is considered to be of an acceptable methodology to allow a full assessment of the noise implications of the proposals.

Lighting

The proposals incorporate floodlighting to the proposed 3G pitches. The floodlights would be attached to 12no. 15metre high lighting columns and column mounted lighting (4 metres high) to the extended car parking area.

The applicant has submitted details of the light spillage anticipated from these elements. In this regard, given the distance from residential properties and intervening street lighting it is not considered that the proposed external lighting scheme would give rise to significant impacts on these properties.

Concerns have also been raised regarding the impacts of the proposed lighting scheme on wildlife at the site and in particular foraging and commuting bats. Consideration of this matter is set out in more detail below within the ecology section; however, it is concluded that the proposed lighting would not have a significant effect on commuting or foraging bats.

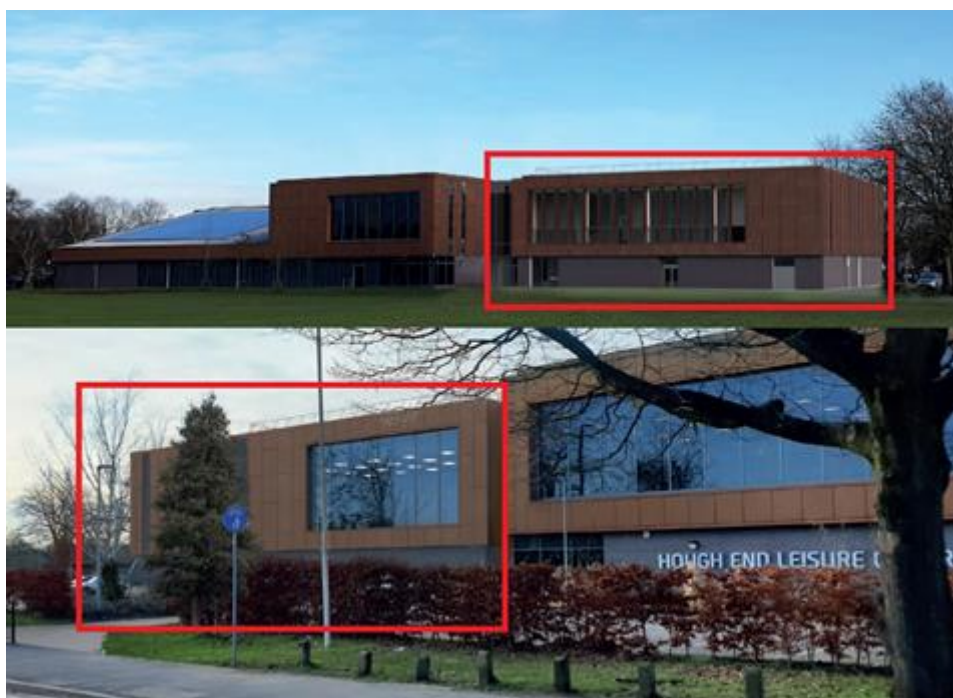
The lighting scheme has been designed to reduce light spillage and direct it to those areas that are required to be lit. Given the wider urban setting of the site, the existence of other lighting sources and that the lighting would only be for a limited

area of the wider site it is not considered that the proposals would give rise to harmful impacts.

A condition is recommended to ensure that a verification report is submitted for approval, confirming that the lighting scheme installed meets the performance set out within the submitted lighting assessment and that the lights are switched off when the pitches are not in use.

Visual Amenity and design

The extension has been designed, sited and of a scale that is both subservient but reflective of the main Leisure Centre building. The use of materials to match the main building together with the arrangement of glazing and solid form would assist in the building assimilating into the wider site. The choice of extending the building rather than having a stand-alone structure on the footprint of the existing changing pavilion assists in providing a focus of built form and thereby reducing visual impacts. There would be views of the extension from Princess Road, however the presence of boundary trees and vegetation would restrict these views. Notwithstanding this, the proposed extension is not of a scale that would cause demonstrable visual harm.



Visualisation of the front and rear of the proposed extension (edged in red)

The siting of the 3G pitches has been guided by, amongst other things, the proximity to the proposed changing facilities; reception facilities; management and supervision offices; avoidance of impacts to residential neighbours and to any local biodiversity and ecology. Views from Princess Road would again be through the boundary trees that run along the eastern edge of the wider Playing Fields site, and there would be glimpses of the fencing and associated floodlights and columns around the pitches. Views in the evening when floodlights and other lighting is switched on would be more noticeable along Princess Road and longer distance views from the allotments and residential areas to the south-west. Given the character of the playing fields

there would also be longer range views from Houghend Crescent to the west. The pitches, fencing and floodlighting would alter the character of this part of the Playing Fields which is flat and open in nature. This alteration to the visual character would be observable, most prominently, from within the Playing Fields and from west facing windows within the existing Leisure Centre although as set out above there would be more limited views from outside of the site. As set out within the response from Sport England there is a requirement for the 3G pitches to be both fenced and floodlit in order to meet the required standards set by the National Governing Body (NGB). The identification of 3G pitches that are non compliant with the NGB standards is identified as an issue within the City, therefore these are essential elements associated with the proposed provision.



Visualisations of the proposed pitches, lighting columns and fencing looking towards the rear of the extended Leisure Centre

The provision of the formal car parking area would be largely sited on the footprint of the existing changing pavilion. The use of soft landscaping and tree planting would assist in ensuring this element of the proposal would give rise to no greater visual impacts than the existing areas of car parking at the site. The overflow parking which would be sited on a functional part of the Playing Fields and pitches would be treated with a surface that is permeable and included a cellular paving system that included grass planted within the paving cells. Wild seed planted earth mounds around this element of car parking would reduce visual impacts, which would be reduced further by the presence of the boundary tree and vegetation fronting onto Princess Road.



Proposed site layout – Overspill car parking to the left (annotated 1) , Car Park (2), Extension building (3) , existing Leisure Centre building (4) and 3G pitches (5)

Whilst there would inevitably be some identified impacts on visual amenity this would be limited and relate to the infrastructure associated with the 3G pitches and the extension to the Leisure Centre. These impacts are not considered to be significant and must be balanced against the benefits that would be derived from the outdoor 3G pitches meeting the identified demand and need and the provision of permanent replacement facilities that meet modern standards of provision.

Crime and Safety

The application is supported by a Crime Impact Statement prepared by Greater Manchester Police. It acknowledged that Sports facilities can attract trespassers, some of whom may have criminal intent that result in damage to buildings, vehicles, and theft of equipment, bicycles and staff and customer property. GMP within the CIS note that as a result of good design and management, the existing leisure centre has not been overly affected by criminal activity. The CIS concludes that the proposals are well-considered from a crime prevention perspective and the removal of the existing changing block is particularly welcomed given its poor security and appearance.

The CIS recommends a number of measures to further enhance security at the site including: the installation of security-rated external doors and window frames, with glazed elements fitted with laminate glass; installation of access controls to doors to limit access to the building outside of opening hours and restrict access to the changing facilities when not in use; and designs for extending the existing CCTV and intruder alarm systems should be developed, and appropriate systems installed and monitored.

It is considered appropriate that a condition be attached to any approve to require the development to be built in accordance with the recommendations set out in the Crime Impact Statement.

Flood Risk and Drainage

The applicant has prepared a flood risk assessment and drainage strategy. The site is at a very low to low risk of surface water flooding and is located within Flood Zone 1.

The applicant has further investigated opportunities to drain surface water solely utilising on-site infiltration methods. However, following poor results from infiltration tests and the identification of ground water levels the use of a sustainable drainage system for the site was found to be incompatible with the site conditions.

As a result of further work, the following sustainable urban drainage opportunities are to be introduced as part of the drainage scheme: Use of Reinforced grass system to the overspill car park; permeable paving to new car parking areas to attenuate and filter the run-off; and the introduction of a localised 'swale' detail to the car park to attenuate and filter the run-off from the car park. It has also been confirmed that the drainage system for the 3G pitches will be designed to 'greenfield' run-off rates. Surface water would be attenuated prior to discharging to the Red Lion Brook to the north east of the site, via a new drainage connection, it is intended to provide Petrol Interceptor or Filter Chambers within the system that serves the car parking areas prior to water discharging into the Brook.

It is considered that the proposals would not give rise to an increase in the risk of flooding elsewhere and whilst the general drainage strategy is considered acceptable, further detailed design for the proposed drainage of the site would be required to be submitted for approval via appropriately worded conditions.

Air Quality

An Air Quality Assessment (AQA) to accompany the application proposals and has been prepared to follow best practice including that from the Institute of Air Quality Management. The site is not within an Air Quality Management Area (AQMA) but Manchester City Council and the Greater Manchester Combined Authority have established several AQMAs along Princess Road to the east of the site, as well as an AQMA to the west of the site, on Mauldeth Road West. These AQMAs were defined due to annual mean exceedances of Nitrogen Dioxide. The AQA was revised by the applicant during consideration of the application and set out to assess both the construction and operational phase of the development, this document has been fully considered.

The AQA concludes that during the construction phase of the development there is a low risk for human health and ecology effects but there is a medium risk from dust. It is recommended that by adopting suitable mitigation measures including the production of a dust management plan, the residual effects from dust are likely to be low. These measures are to be secured via an appropriately worded construction management plan condition.

In relation to the operational phase of the development the AQA assessed the potential impacts on local air quality from the development-generated traffic emissions associated with the proposed development. The results of this assessment indicate that the proposed development would have a negligible impact on local pollutant concentrations at new and existing receptors. Based on the results of the assessment, the proposed development complies with local and national policy and no air quality mitigation is required.

Despite the results of the assessment, the proposals incorporate a number of measures to reduce air quality impacts of the development and these include the provision of 24no. on site electric vehicle charging points; incorporation of air source heat pumps and photovoltaic roof mounted array; development of a travel plan for the site; provision of additional secure and covered cycle parking provision; and the enhancement of the existing pedestrian crossing on Princess Road.

Accessibility

The design process for the proposals has sought to emphasise and demonstrate the importance of meeting the needs of people with a wide range of abilities, by providing access for all people with disabilities wherever possible. This includes the building but also approaches to the buildings, the access into and out of the buildings, the circulation within and the routes leading away from the buildings to external facilities. A stand alone accessible change cubicle is provided directly off the main corridor with an accessible wc located beside it.

The proposals include 7 number accessible car parking spaces (4 disabled access and 3 parent and child spaces) that are located off the main entrance plaza giving direct access to the main entrance of the building. These are in addition to the existing provision at the site and would have a total of 10 disabled access spaces. On arrival the main entrance doors would be power operated suitable for people with a wide range of abilities.

Concern has been raised with regards to the loss of access across the site to those with disabilities due to the fencing of the proposed 3G pitches. The 3G pitches cover a small area of the wider site which would remain accessible and unfenced. The provision of the 3G pitches would enable a greater use of sport facilities for those with disabilities. The provision of consistent level playing surfaces with level access would broaden the use of the playing pitches and have been designed and brought forward to support the growth in participation of disability football.

The intention as the design progresses towards construction phase is for the proposals to be developed further and this would be informed by amongst other guidance Sport England Guidance Note "Accessible Sports Facilities" and Sport England Guidance Note "Fitness and Exercise Spaces".

The applicant confirms that consideration has been given to the Equality Act 2010 in the approach to the proposals with an overriding aim to promote equality and prevent discrimination.

Sustainability

A Site Waste Management Plan would be prepared by the chosen site contractor to ensure that waste arising from the construction phase of the development is controlled and managed and directed to the most appropriate disposal route where this cannot be reused or recycled. The approach to be taken is based upon the implementation of reduction, reuse and recycling strategies. It is also expected that during the demolition of the building on site, bricks and concrete arisings would be

crushed and utilised on site as a construction material for groundwork activities or engineering backfill, depending on its quality.

The proposed development has been designed following the Energy Hierarchy approach, building from a fabric first, passive design philosophy onto active low energy systems and finally with the application of low and zero carbon renewable technologies.

In terms of the Energy Hierarchy approach, the design of the building has reduced its overall energy use to achieve a betterment over building regulations. The measures proposed include the use of improved thermal insulation to a level significantly better than Building Regulation standards; improvement of airtightness; optimising daylighting - providing generous glazing to the function and café spaces to enhance daylighting; low water demand appliances; and passive natural ventilation systems where possible.

Energy efficiency measures to be included in the building would include the use of high efficiency LED lighting in all areas; daylight dimming for rooms ; use of automatic lighting control provided where possible and in line with room use to ensure lights are on only when demand dictates – including presence detection and absence detection; building management system with automatic controls that allow the energy in spaces, to be controlled and switched off when the room is not occupied.

The development would also include the following Low or Zero Carbon technologies:

Air Source Heat Pumps (ASHP) for heating for the building. An ASHP system shall be utilised to provide heating within the new building. It is proposed that the air source heat pump condensers shall be located within an external plant compound on the rear plant deck area and externally adjacent to the building. It is anticipated that up to four heat pump units will be installed to serve the buildings heating requirements

Photovoltaic Cells - It is proposed that the building shall be served by an array of roof mounted photovoltaic (PV) cells. The PV cells would ideally be aligned to face due south to maximise the energy output, it has been clarified within the amended Renewable and Sustainability report that due to the orientation of the building, this is not possible. Therefore, the area of PV cells has been increased to take account of a suboptimal orientation so that the installation still delivers the required annual electricity contribution to meet CO2 reduction targets, it is anticipated that approximately 200m² of PV cells would be installed on the building.

It is considered that the proposals have been designed to include energy efficient techniques, incorporating measures to reduce energy and include low and zero carbon energy resources. The construction and demolition phase would be undertaken to minimise waste, and, reduce and reuse materials wherever possible to minimise waste going to landfill.

Concerns have been raised due to the use of plastics within the 3G pitches both through the development phase but also in the disposal of the materials when they

reach the end of life. The choice of artificial surface is based upon best practice and standards that are promoted by the National Governing Body for the sport based on national and international standards to enable the relevant sport to be played on them to their full potential. In this instance a natural cork based infill is to be used within the artificial turf finish rather than a traditional rubber crumb given concerns that have been raised in terms of the potential for the rubber to migrate out of the pitch area into the surrounding environment and potentially the Red Lion Brook. The design guidance specified by the Football Foundation indicates that measures should be included in the pitch design to prevent the infill from leaving the playing surface and this is expected to be part of the agreement of the final technical design of the pitch to be secured by way of appropriately worded condition. It is recognised that artificial turf pitches have to be replaced and whilst such works would not necessarily require planning permission the disposal of materials should be undertaken in accordance with best practice and to reduce environmental impacts. It is proposed to attach a planning condition to any approval that prior to the pitches being replaced in the future, a strategy for that work, including the appropriate disposal method of the pitch surface in accordance with best available techniques shall be submitted.

Waste Management

The proposals incorporate the provision of an enlarged bin storage facility to provide a dedicated space for the segregation and storage of operational recyclable waste. The space is to be clearly labelled, to assist with segregation, storage and collection of the recyclable waste streams and will be accessible to building occupants or facilities operators for the deposit of materials and collections by waste management contractors.

The arrangements of the storage of waste generated at the site are considered acceptable.

Transport

The application is supported by a Transport Assessment (TA) and Interim Travel Plan for the site, the TA was subject to amendment during consideration of the application to ensure it provided a consistent site layout plan and correct public transport information.

It is considered that the site is in a sustainable urban location and is accessible via active travel modes as well as public transport including bus and metrolink services. As such users of the facility have opportunities to travel to and from the site by other modes of transport other than private motor car.

The existing vehicular access to the Hough End Leisure Centre car park from Princess Road would be retained. This access will be utilised by all vehicles attending the site, including buses, which will be used for school visits and groups. Level access will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary.

The submitted Transport Assessment has reviewed the requirements for cycle and car parking associated with the proposals and the likely demand arising from the reconfiguration of the grass pitches on site.

The proposals incorporate an increase in covered secure cycle parking to provide spaces for 56 no. bicycles an increase of 24 from the current level of provision, these would be located to the side and front of the extension building within the hard landscape areas accessed via the main pedestrian and vehicle entrances into the site. This level of provision is considered acceptable.

An additional 67 car parking spaces are to be provided which would include 7 accessible spaces and these are to be located to the south of the existing Leisure Centre building and extension on the site of the changing pavilion to be demolished as part of the proposals. This level of car parking provision is in line with the maximum number for the size of the proposed extension to accord with the adopted Core Strategy's car parking standards for a Leisure facility and would provide 240 spaces in total for the extended Leisure Centre.

The proposals also incorporate an area for overspill parking to meet the peak demand at the site arising from Sunday match days. The assessment within the TA indicates that 60 spaces are required within the overspill car parking area to accommodate this peak demand of matchdays and to prevent overspill onto the local highway network/residential streets. This overspill car parking would only be made available during these peak demands and would be subject to a control barrier at all other times to prevent its use. The occupancy of the main and overspill car parks would be monitored as part of the Travel Plan for the site. This will help inform the hours of operation of the overspill car park to prevent overspill onto residential streets.

As such the overall car parking requirements for the site including the existing and proposed spaces is as follows:

- 240 spaces in main car park (173 existing plus 67 proposed);
- 85 spaces in overspill car park (25 existing plus 60 proposed); and
- 325 total parking spaces available during peak times.

The TA also sets out that a review of the existing conditions at the junction of Whitchurch Road/Princess Road has been undertaken, including the Pelican crossing on Princess Road immediately north of the junction. As a result a number of highway improvements have been identified and suggested to promote highway safety and the accessibility of the site for pedestrians and cyclists. Including the following:

- New fingerpost signage on Princess Road and Mauldeth Road West to the highlight the existing pedestrian and cycle route via Framley Road;
- Upgrade of the existing Pelican crossing to a Toucan crossing with new signal equipment, tactile paving and revised zig-zag markings on Princess Road;
- Introduce speed limit roundels and keep clear markings on the carriageway adjacent to the Hough End Leisure Centre to assist with highway safety in the area;

- Bollards on the east side of Princess Road in the vicinity of the crossing to prevent vehicles from parking on the footway in the immediate vicinity of the crossing;
- H-bar markings at the western end of Whitchurch Road to discourage inconsiderate parking and protect driveway access/residential amenity in the vicinity of Princess Road;
- Build-out of kerblines at the junction of Whitchurch Road/Princess Road, which narrows the distance for pedestrians to cross on the pedestrian desire line, and provides dropped kerbs and tactile paving at the crossing;
- TROs in the form of double yellow line (no waiting at any time) parking restrictions at the western end of Whitchurch Road to provide junction protection;
- Potential enlargement of the southbound right hand turning pocket

These improvements would be delivered via an appropriately worded condition and section 278 agreement with the Council as Highways Authority.

Ecology

The application is accompanied by a Preliminary Ecological Appraisal, which has been updated since the first submission of the application. This has been assessed by the Council's specialist advisors at the Greater Manchester Ecology Unit who raise no objections to the proposals on ecological grounds.

Bats - The changing rooms proposed for demolition and trees on the site were assessed for bat roosting potential. No evidence of bats was found and the building and trees on the site all assessed as having negligible bat roosting potential. As individual bats can turn up in unexpected locations an informative is recommended to be attached to any approval.

Artificial floodlighting is proposed for the new 3G pitches. Such lighting can have indirect impacts on bats, through disturbance to roosts, foraging areas and commuting routes, some bat species avoiding artificial lighting. Information provided demonstrates that the lighting is sufficiently distant from potentially significant foraging areas, not already subject to lighting, i.e. the trees along the Brook and boundaries, to have no significant effects on bat foraging or commuting habitat.

The floodlighting may impact on the western and southern elevations of the retained Leisure Centre. There could therefore be negative impacts on bats if roost was present on either of these elevations. However, this building appears very low risk for bats, the elevation consisting primarily of cladding.

The demolition plan also includes a substation is proposed for demolition, whilst substations are generally low risk for bats, it is identified that a bat assessment is carried out for this building.

Badgers and other Mammals - No badger setts are present, but badgers are known to be present in the wider area and it is likely that they forage on the playing fields, though the development site is located well away from any known setts. There is however a very low risk during construction of badgers entering the site at night and

becoming trapped in trenches or digging into spoil mounds. These risks can be mitigated through reasonable avoidance measures. The same risks apply to other mammals such as hedgehogs that may forage across the site at night. Appropriately worded conditions are proposed to deal with this matter.

Nesting Birds - A small number of trees and shrubs around the existing buildings and car park will be lost with potential birdnesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. It is recommended that an appropriately worded condition is attached to any approval to ensure that trees or shrubs are not removed during bird nesting season unless they are shown as being absent through a survey undertaken by a suitably experienced ecologist.

Invasive Species - One unnamed Cotoneaster species was found on the site. Certain species of Cotoneaster are included within schedule 9 part 2 of the Wildlife & Countryside Act 1981, as amended. It is an offence to introduce or cause to grow wild any plant listed under this schedule. It is recommended that an appropriately worded informative is attached to any approval.

Trees – The application proposals would result in the removal of some trees on the site to facilitate development. A Tree Survey has been submitted to accompany the application and this survey has been undertaken to British Standard BS5837 this survey identifies 11 no. Individual trees and 2 groups of trees that would need to be removed. In addition, the tree survey has identified 5 other trees that should be removed for good arboricultural reasons. The tree survey also identifies trees that are near proposed works such as the provision of air source heat pumps and areas of car parking, recommendations are made in respect of how works should be undertaken and supervised to protect these trees and ensure that they are not impacted by the development.

Of the 11 individual trees proposed to be removed 6 are B category trees with the other 5 and 2 groups of young trees being C category trees. The 5 additional trees identified for removal due to arboricultural reasons are category U trees that require to be felled due to the trees health. The loss of trees as a result of development is always regrettable and therefore mitigation is a key factor. The applicant is proposing a tree replacement scheme to mitigate against the trees to be removed in the form of a landscaping scheme incorporating specific areas for tree planting both within areas of car parking, new areas of group planting and within existing areas of planting. A total of 61no. trees are proposed to be planted as part of the landscaping scheme with a variety of species proposed including Oak, Birch, Rowan and London Plane.

As identified above, proposed highway works include the potential for works to the existing right hand turn facility into the site on the southbound side of Princess Road. If these works were to be required two young small trees within the grassed central reservation would need to be removed. As part of those highway works additional replacement trees would be required to be planted.

Contributing to and Enhancing the Natural Environment - The development would result in the loss of a small area of grassland of low ecological value habitat with some value for foraging birds such as gulls, starling and certain species of thrush.

There will also be a loss of a small number of trees and shrubs and associated bird nesting habitat.

Whilst the proposals would result in the loss of bird foraging habitat for widespread bird species, which is not feasible to mitigate, given the overall scale of the wider site, and abundance of amenity grassland as a habitat elsewhere, it is considered that such losses would not be significant.

Given the low ecological value of the losses and scope across the wider site to create moderate to high value habitats and enhance the condition of existing woodland it is considered that an appropriately worded condition can be attached to any approval for a biodiversity mitigation and enhancement plan. It is also considered that this would include opportunities to provide bird nesting boxes.

Demolition and construction Management

In order to facilitate the development it is proposed to demolish the former Changing Pavilion on the site and an existing substation to the north west of the site.

The Pavilion is a single storey building with a taller central shaft, the building is not considered to be of architectural merit and its demolition is considered to be acceptable. The applicant has indicated that its removal would be undertaken to minimise the amount of waste that would enter landfill and any materials that can be utilised would be recovered. As set out above the building is considered to have negligible bat roosting potential.

A construction management plan for the site would be developed secured via an appropriately worded condition. It is acknowledged that there would be a period of disruption to existing residents during the construction phase. The proposed management plan would allow adequate measures to be in place to manage these impacts and this would assist in mitigating any harm arising from the demolition and construction phase of development.

Rights of Way

It is claimed that because of public access over the site for a period of greater than 20 years there are public rights of way that cross the site and around its perimeter. Whilst there do not appear to be laid out routes and paths it is possible that such routes have been taken by members of the public using the playing fields. Whilst the proposals include an element of fencing off an area of the playing fields there would still remain routes across and around the playing fields which are considered as acceptable convenient alternative routes.

Covenants

It is not considered that the existence of covenants on the land is one that prevents the City Council as local planning authority from issuing a decision on the current proposals before it. The issue of covenants is a separate legal matter for the applicant to resolve and is not a material planning consideration. The applicant is aware of the covenants.

Conclusion

The application proposals provide an enhanced provision of facilities at an existing and well-established outdoor sports facility. The site is in a sustainable urban location and as set out in this report the form, scope and design of the development is considered acceptable for the site. The retention of a majority of trees on and around the site together with a landscaping and tree replacement scheme would assist in establishing the development within the area. As identified within this report the proposals are considered to contribute towards an identified need for facilities to support existing outdoor sports pitches and to meet the need and demand for further 3G pitches in this location.

Careful consideration has been given to the siting, scale and appearance of the development to ensure it provides a high quality development along with minimising the impact on existing residents and is therefore considered to accord with national and local planning policies.

Overall, this proposal would enhance a strategically important site that has provided and will continue to provide outdoor sports facilities for the city and in particular residents in south Manchester. It has been acknowledged that the facilities are in need of improvement and work is required to meet current standards; this will ensure the facilities are sustained into the future and provide wide ranging health and well being benefits. It is also recognised concerns have been raised about aspects of the proposal which have been addressed and have been balanced against the benefits that would be delivered.

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 application has been considered in a positive and proactive manner as required by The Town and Country Planning (Development Management Procedure) (England) Order 2015 and any problems and/or issues arising in relation to dealing with the application have been communicated to the applicant.

Conditions

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:

HEV- EWA- 01- ZZ- DR- A- 40600 Rev P0 GA Sections
 HEV- EWA- 02- XX- DR- L- 49020 Rev P1 Site Demolitions as proposed
 HEV- EWA- 02- XX- DR- L- 49041 Rev P1 BLOCK PLAN, PROPOSED SITE LAYOUT
 HEV- EWA- 02- XX- DR- L- 79007 Rev P7 SITE HARD PAVING PLAN
 HEV- EWA- 03- XX- DR- L- 49042 Rev P9 PITCHES SITE LAYOUT AS PROPOSED
 HEV- EWA- 02- XX- DR- L- 49021 TREE RETENTION & REMOVAL (Sheet 1) Rev P1
 HEV- EWA- 02- XX- DR- L- 79005 SITE FENCING & FURNITURE PLAN Rev P5
 HEV-EWA-01-00-DR-A-40400 Rev P1 Level 00 - Ground Floor
 HEV-EWA-01-01-DR-A-40401 Rev P1 LEVEL 01 FLOOR PLAN
 HEV-EWA-01-R1-DR-A-40402 Rev P0 LEVEL R1 ROOF PLAN
 HEV-CUR-XX-XX-RP-C-92001 Revision: V02 Flood Risk Assessment and Drainage Strategy
 Waste Management Strategy prepared by Ellis Williams Architects and accompanying Refuse Storage and Collection plan reference HEV-EWA-02-XX-DR-A-45100 Rev P2
 076910-CUR-00-XX-RP-TP-003 Revision: V04 Interim Travel Plan
 HEV-EWA-02-XX-DR-L-49022 Rev P1 CONSTRUCTION PHASE SITE PLAN
 Crime Impact Statement version B ref 2013/0769/CIS/02
 Landscape Management Plan & Maintenance Regime
 All as received by the City Council as local planning authority on the 16th December 2021

HEV-CUR-00-XX-RP-TP-002-V05 Transport Assessment
 HEV-EWA-ZZ-XX-RP-A-90412-RevP4 Planning Statement
 HEV-EWA-ZZ-XX-RP-A-99000-RevP2 Design and Access Statement
 HEV-ISG H&S-GP-FO-0051-RevC Construction Phase Plan
 HEV-ISL-20343-RevB BS5837 Trees and Construction Arboricultural Report
 HEV-ISL-20343-RevE3 PEA Preliminary Ecological Appraisal Report
 HEV-LKK-CL-602-LKC 20 14880-02-R1 Phase 2 Geo-Environmental Report
 HEV-MCC-ZB-XX-RP-C-00002-P1 Statement of Consultation
 HEV-SRL-RP-YQ-02-S2-P1 Air Quality Detailed Assessment_Management Strategy
 HEV-WBS-BSD13812 29.0-Rev1 Renewable and Sustainability Planning Report
 HEV-WBS-BSD13812 29.0-Rev1 Ventilation System Planning Report

HEV-WBS-WIE17320-100-R-2.4.2 Noise Impact Assessment
 HEV-CUR-00-XX-DR-TP-75002-P07 Proposed Highway Improvements
 HEV-EWA-02-XX-DR-L-79001-RevP12 Site Masterplan
 HEV-EWA-02-XX-DR-L-79008-RevP6 Softworks Plan
 HEV-EWA-03-XX-DR-L-49043-RevP4 Turf+Non-Turf Pitches Surfaces & Fences
 HEV-WBS-01-XX-DR-E-63100-RevP5 External Lighting Layout Horizontal
 Illuminance
 HEV-WBS-01-XX-DR-E-63101-RevP5 External Lighting Layout Vertical Illuminance
 HEV-WBS-01-XX-DR-E-63204-RevP4 External Lighting Layout
 All as received by the City Council on the 18th February 2022

HEV- EWA- 03- XX- DR- L- 49043- Rev P5 - Non-turf PITCHES SURFACING & FENCING

As received by the City Council as local planning authority on the 9th March 2022

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

3) Prior to any earthworks or construction works taking place a reasonable avoidance measures method statement for badger, hedgehog and other wildlife shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be subsequently carried out in accordance with the agreed details.

Reason - To ensure the protection 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.

4) No works to trees or shrubs (including clearance work) shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided to the City Council as local planning authority that no active bird nests are present.

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.

5) Prior to the commencement of development a biodiversity mitigation and enhancement plan shall be submitted to and approved in writing by the City Council as local planning authority. Enhancement for habitat loss, will be demonstrated through the provision of a biodiversity net gain assessment. The submitted plan shall include:

- Habitat creation proposals including the area, proposed target habitat and proposed target condition;
- Habitat enhancement proposals including the area of the current habitat type and its condition and proposed target habitat type and target condition;
- Mitigation proposals for loss of bird nesting habitat;
- A Long term management plan

- Details of the body(s) responsible for implementation and long term management of the plan.

Reason - To create and enhance the biodiversity of the area pursuant to policy EN15 of the Core Strategy and section 174 of the National Planning Policy Framework 2021.

6) No development shall take place until a surface water drainage scheme has been submitted to and approved by the City Council as local planning authority. The submitted scheme shall be designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority and shall demonstrate:

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment. This shall include maximised use of interception solutions where practicable, such as rainwater harvesting, infiltration and green SuDS.
- Full determination of existing drainage.
- Where surface water is connected to the ordinary watercourse, proposed new connections and flows shall comply with reduction of flows to greenfield runoff rates, and agreement in principle from Manchester City Council as Lead Local Flood Authority is required. An email of acceptance of proposed flows and/or new connection will suffice.
- Confirmation that where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse have the consent of the Lead Local Flood Authority.
- Assessment demonstrating the risks to controlled waters can be appropriately controlled.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.
- Details of proposed drainage strategy for proposed pitches, which shall comply with the drainage hierarchy and greenfield non-statutory technical standards for SuDS.
- 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.
- Evidence of pollution control measures which should include:
 - Hydraulic calculation of the proposed drainage system;
 - Construction details of flow control and SuDS elements.

The development shall be subsequently carried out in accordance with the agreed details.

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 adopted Core Strategy policies EN8 , EN14, EN17 and EN18.

7) Prior to the first use of the development hereby permitted 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:

- Verification report providing photographic evidence of construction as per design drawings and must include flow control(s), attenuation and pollution control components.
- As built construction drawings.
- 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. Schedule of tasks and frequencies for all drainage components should be derived from manufacturers' recommendations and/or best practice CIRIA C753.

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.

8) No development hereby approved shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

- a) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
- b) A site investigation scheme, based on the preliminary risk assessment to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
- c) The results of the site investigation and the detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reasons -To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution and to protect the underlying Principle and Secondary A Aquifers and surface watercourses in line with paragraph 174 of the National Planning Policy Framework and Core Strategy policies EN17 and EN18.

9) Prior to any part of the approved development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework and Core Strategy policies EN17 and EN18.

10) If, during the undertaking of site works, contamination not previously identified is found to be present, then further site works shall be suspended until the extent of contamination has been determined and defined in agreement with local planning authority. Written agreement shall then be obtained from the local planning authority to enable onsite works to recommence within the area(s) not affected by the contamination identified.

Works shall not recommence with the defined area of contamination until details have been submitted and obtained written approval, from the local planning authority, of a remediation strategy detailing how the identified contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason - To protect the underlying Principle and Secondary A Aquifers and surface watercourses and to ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in accordance with paragraph 174 of the National Planning Policy Framework and Core Strategy policies EN17 and EN18.

11) Piling or any deep foundation solution using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved detail.

Reason - To ensure that any proposed Piling or an alternative deep foundation solution does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and policy EN 17 of the Core Strategy.

12) No development of the artificial turf pitches shall commence until details of the design and layout of the pitches have been submitted to and approved in writing by the City Council as local planning authority. The details shall include dimensions of

the playable area and run off areas, cross sections of the sub layers and carpet, cork infill specification, fencing type and height, infill trap details and materials to be used in the construction of the pitches.

The artificial turf pitches shall not be constructed other than in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Core Strategy policies EN10 and EN11 and paragraph 99 of the NPPF.

13) No development shall commence until a schedule of playing field improvements and maintenance including a programme for implementation of the maintenance regime and period of its implementation and programme to enable continuity of use to existing pitch users, has been submitted to and approved in writing by the City Council as local planning authority. Following the commencement of the development the approved schedule shall be complied with in full.

Reason: To ensure that the playing field is established as a functional playing field to an appropriate standard and is fit for purpose, ensures continuity of use of the natural turf pitches, and to accord with Core Strategy policies EN10 and EN11 and paragraph 99 of the NPPF.

14) Prior to the first use of the development hereby approved a community use agreement for the development shall be submitted to and approved in writing by the City Council as local planning authority. The agreement shall include details of pricing policy, hours of use, management responsibilities and a mechanism for review. The development shall be subsequently operated in accordance with the agreed details.

Reason: To secure well managed safe community access to the sports facility and to accord with Core Strategy policies EN10 and EN11 and paragraph 99 of the NPPF.

15) 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.

16) a) 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.

b) Prior to commencement of the use hereby permitted confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy DM1 of the Core Strategy.

17) Notwithstanding the approved plans and details, prior to the commencement of development, which includes demolition works a demolition/construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- Dust suppression measures including details of wheel wash facilities;
- Compound locations where relevant;
- Details of an emergency contact telephone number;
- the phasing and quantification / classification of vehicular activity associated with planned construction;
- evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway;
- site hours;
- details of contractor parking;
- A highway dilapidation survey;
- A community consultation plan and;
- Sheeting of construction vehicles.

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

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

18) Prior to the first use of the development hereby approved a verification report will be required to validate that the installed lighting scheme for the development conforms to the recommendations and requirements set out within the approved lighting scheme detailed in condition 2 of this decision notice. The report shall also provide the results of post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the approved scheme shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to ensure that the scheme avoids disturbing protected species that use the site for foraging and commuting pursuant to policies DM1 and EN15 of the Core Strategy.

19) Prior to occupation of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Noise Impact Assessment. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

20) a) 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. Prior to commencement of the use hereby approved 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.

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved Noise Impact Assessment. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

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 and saved Unitary Development Plan policy DC26.

21) No activity on the artificial turf pitch shall be permitted outside the hours of:

Monday to Friday 09:00 - 22:00hrs

Saturday 09:00 - 21:00hrs

Sunday 09:00 - 20:00hrs

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

22) The details of the approved waste management 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.

23) Prior to the first occupation of the development hereby approved, the cycle spaces shall be implemented and made available in accordance with the approved drawings and documents as received by the City Council, as Local Planning Authority, on the 18th February 2022.

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

24) Within three months of the commencement of the development hereby approved, a scheme of off site highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority, the submitted scheme shall include details of the following if required:

- New fingerpost signage on Princess Road and Mauldeth Road West to highlight the existing pedestrian and cycle route via Framley Road;
- Upgrade of the existing pedestrian crossing with new signal equipment, tactile paving and revised zig-zag markings on Princess Road;
- Speed limit roundels and keep clear markings on the carriageway adjacent to the Hough End Leisure Centre;
- Bollards on the east side of Princess Road in the vicinity of the crossing ;
- H-bar markings at the western end of Whitchurch Road;
- Build-out of kerblines at the junction of Whitchurch Road/Princess Road;
- TROs at the western end of Whitchurch Road to provide junction protection
- Enlargement of the southbound right hand turning pocket on Princess Road;
- A timescale for the implementation of the works.

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

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

25) Before the development hereby approved is first brought into use a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff 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

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 to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

26) Prior to the first use of the development hereby approved, a detailed Car Parking Management Strategy shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall include measures to monitor the usage of accessible and car share parking bays; and, measures to manage and

monitor the areas of overspill car parking. The management of the car parking at the site shall be fully implemented in accordance with the approved strategy.

Reason - To ensure that a satisfactory car parking management strategy is implemented for the development that respects the highway network in accordance with Policy DM1 of the Core Strategy.

27) Prior to the first use of the development hereby approved, a detailed Event Management Plan for the site shall be submitted to and approved in writing by the local planning authority. The management of Events at the site shall be implemented in accordance with the approved details.

Reason - To ensure that there are satisfactory event management procedures in place for the development in order that the development respects the highway network in accordance with Policy DM1 of the Core Strategy.

28) Prior to the first use of the development hereby approved, the details of the type and location of the 24 no. electric vehicle charging points to be installed at the site shall be submitted and approved in writing by the City Council as local planning authority. The approved details shall be subsequently installed prior to the use commencing.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Core Strategy.

29) All floodlighting associated with the artificial turf pitches shall be turned off when the pitches are not in use other than for maintenance purposes.

Reason - To reduce the impact of the floodlighting on the amenity of the occupiers of nearby residential accommodation and reduce any impact of the lighting on foraging Bats pursuant to policies DM1 and EN15 of the Core Strategy.

30) The development hereby approved shall be carried out in accordance with the recommendations set out within the approved Crime Impact Statement. Prior to the occupation of the development a verification report detailing the security measures installed within the development shall be submitted to and approved in writing by the City Council as local planning authority.

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.

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

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

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

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

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

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

32) 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.

33) The hard and soft landscaping scheme including tree planting scheme approved by the City Council as local planning authority shown on drawing ref HEV-EWA-02-XX-DR-L-79008 REV P6, shall be implemented not later than 12 months from the first use of the development hereby approved. 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.

34) Prior to construction works progressing above ground level, samples and specifications of all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development.

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

35) Notwithstanding the approved landscaping drawing, within three months of the commencement of development details of the hard landscaping treatments including surface treatments to all areas of car parking (including appropriate samples of materials) shall be submitted to and approved in writing by the City Council as local planning authority.

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

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.

36) Prior to the removal and replacement of the 3G pitch and any associated materials, details of the strategy to be used for its removal and disposal shall be submitted to and approved in writing by the City Council as local planning authority. The removal of the pitches shall be undertaken in accordance with the agreed strategy.

Reason - To ensure that the disposal of materials that reach the end of their lifecycle is undertaken in accordance with best practice and in a manner to reduce materials requiring to be disposed of in landfill, pursuant to policy EN19 of the Core Strategy.

Informatives

1) Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Certain species of Cotoneaster are included within this schedule. If any such species will be disturbed as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

3) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.lineearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

This informative does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

4) The applicant is advised that the design and layout of the Football Turf Pitches should comply with the relevant industry Technical Design Guidance, including guidance published by the Football Association.

The applicant is advised that the Football Turf Pitches should be tested in accordance with The FA standard code of rules and be registered on the FA Register for 3G Football Turf Pitches.

The applicant is advised that for any football match play to take place the pitches should be built in accordance with FIFA Quality Concept for Football Turf - FIFA Quality or International Match Standard (IMS) as a minimum.

5) Guidance on preparing Community Use Agreements is available from Sport England

<https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport/community-use-agreements>

6) In order to discharge condition 16 of this decision the following should be considered in the design of a fume and vapour extraction scheme:

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Local Government (Access to Information) Act 1985

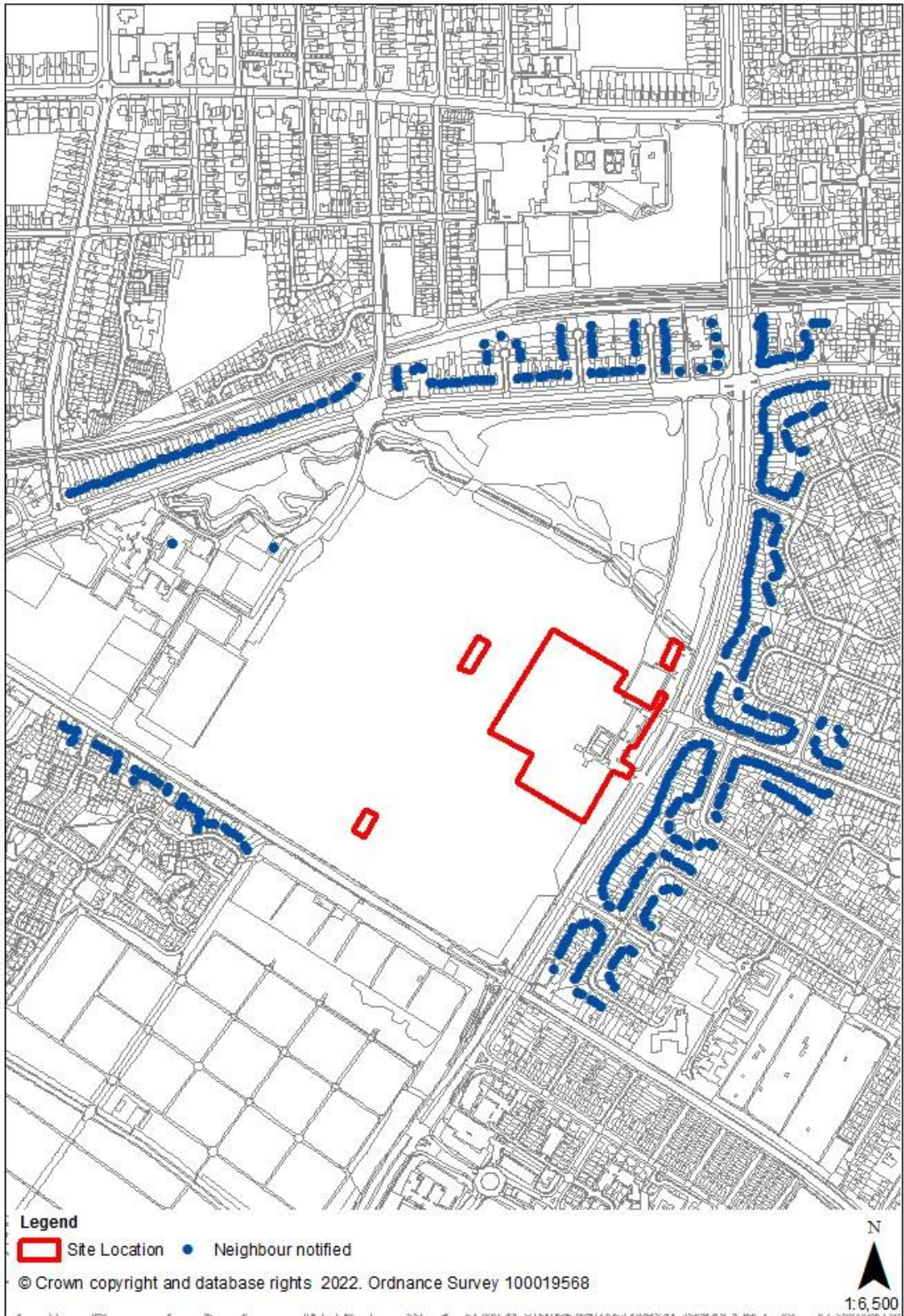
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 132513/VO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Parks & Events
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit
Sport England**

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

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



| Application Number | Date of Appln | Committee Date | Ward |
|---------------------------|----------------------|-----------------------|----------------|
| 132199/FO/2021 | 6 Dec 2021 | 17 Mar 2022 | Deansgate Ward |

Proposal Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.

Location Plot F, Great Jackson Street, Manchester, M15 4AX

Applicant Renaker Build Limited, C/o Agent

Agent Miss Jennifer Chatfield, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for 988 homes in two 51 storey towers. There would be public and private amenity space, 296 parking spaces, 988 internal cycle spaces and 40 visitor cycle spaces.

There have been 19 representations.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies and the scheme would provide much needed housing in a highly sustainable location.

Viability & Affordable Housing: A commuted sum of £90,000 would be secured via a S106 agreement for off-site affordable housing.

Height, Scale, Massing and Design: The heights, scale and massing of the buildings would be in keeping with the scale of development in Great Jackson Street. The buildings would make a positive contribution to the street scene on this gateway route.

Residential Amenity: The development would have an impact on the amenities of existing residents particularly in terms of loss daylight. However, the impacts are considered to be acceptable in a City Centre context and not so harmful as to warrant refusal of the application.

Wind: A desktop wind study concludes that, with mitigation measures, wind conditions within and around the site would be largely suitable and safe for pedestrians and the intended uses.

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location and it include measures to mitigate against climate change. The

proposal would comply 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.

A full report is attached below for Members' consideration.

Description

This 0.88 ha site is bounded by Great Jackson Street, Pond Street and Owen Street. It is adjacent to Deansgate Square, with the 64 storey South Tower and 50 storey East Tower being closest to the site. It is adjacent to Boatmans residential building, with Lumiere, The Nile and Medlock Place, all 8 and 10 storey residential buildings, to the north east. City South, a five to eight storey apartment block, is to the east; vacant warehouses (Plot G) and a concrete batching plant to the south; and a marketing suite and vacant industrial units to the west and north west respectively.

Much of the area has been redeveloped with the four towers of Deansgate Square (37 to 64 storeys) to the north and Crown Street (21 to 52 storeys) to the west. Two further towers are being constructed at Crown Street phase two which include a school and park. However, the area still includes cleared sites, light industrial uses and the Gaddum Centre office building. Castlefield Conservation Area is c.250m to the north west and there are listed buildings nearby, including: the former Bridgewater Canal Company offices (Grade II) at the junction of Chester Street/Great Jackson Street; the Floodgate at Knott Mill Bridge; the Boundary Stone on Knott Mill Bridge; the Roman Catholic Church of St Wilfrid, George Street, Hulme; and the School House, Jackson Crescent, Hulme.

The Proposal

The proposal is for two 51 storey residential towers, set above a two-storey podium accommodating residential amenity facilities, and public realm. The development would be delivered in two phases.

Tower F2 (Phase 1) – 494 homes, residential amenity space (including a private garden, co-working space, residents' lounge and residents' gym), two-storey basement with 148 parking spaces (including 10% accessible spaces) and 494 cycle spaces, landscaping and access.

Tower F1 (Phase 2) – 494 homes, residential amenity space (including a private garden, co-working space, residents' lounge and residents' gym), three-storey basement car parking with 148 car spaces (including 10% accessible spaces) and 494 cycle spaces, landscaping and access.

- There would be 316 (32%) one bedroom/studio, 624 (63%) two bedroom and 48 (5%) three bedroom homes;
- 50 (10%) apartments would be wheelchair adaptable;
- 20% of parking spaces would be provided with electric vehicle charging points (EVCs) and the remaining 80% capable of future conversion;
- 100% cycle parking provision in the basements, 40 spaces in the public realm;

- Visitor cycle parking shelter for each building;
- Cycle stands in the public realm;
- 0.59ha of public realm would be provided.

Tower F1 would be at the western end of the site with vehicular access to the basement car park via Melbourne Street. Tower F2 would be at the eastern end of the site with vehicular access to the basement car park off Great Jackson Street. The towers would be separated by an extensive area of public realm and each tower would have a ground floor garden area for residents. The pedestrian entrance to F1 would be off Owen Street and the entrance to F2 would be from the public realm. Servicing be from Melbourne Street, Owen Street, Pond Street and a new service road linking Pond Street to Great Jackson Street, with loading bays/drop off on Melbourne Street, Pond Street and the new service road.

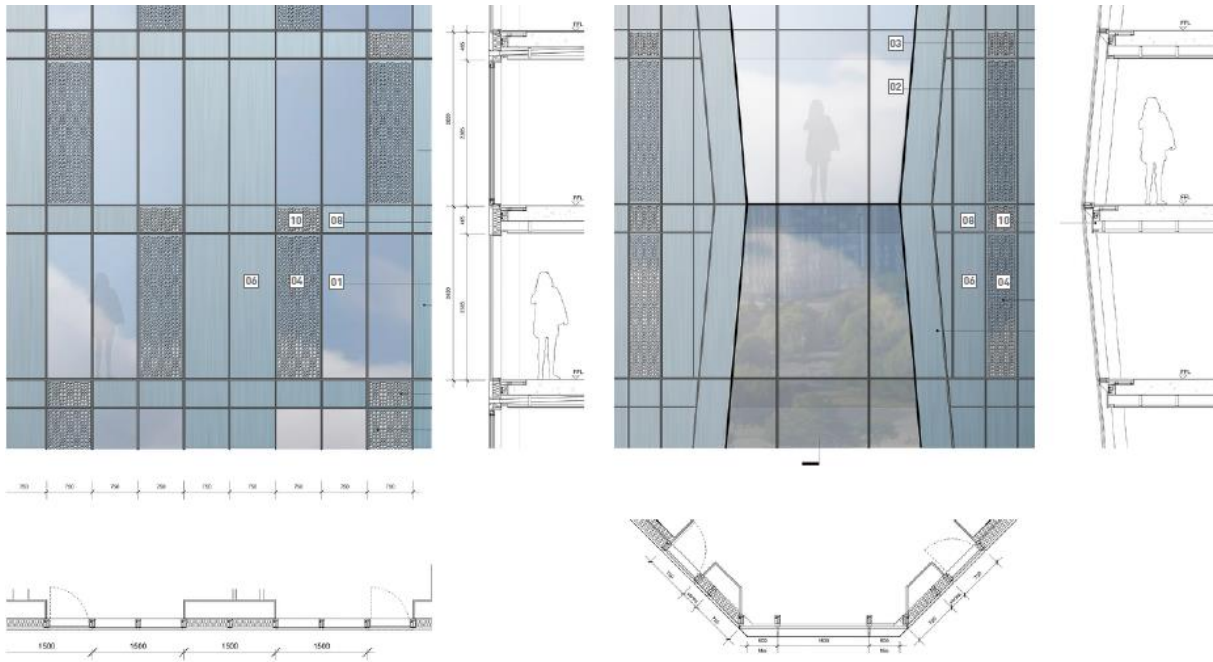
Each building would have a ground floor concierge and reception foyer, residential lounges and access to the external private garden. A gym and co-working space would be on the first floor. The uppermost levels of each tower contain eight 3-bed duplex penthouse units.

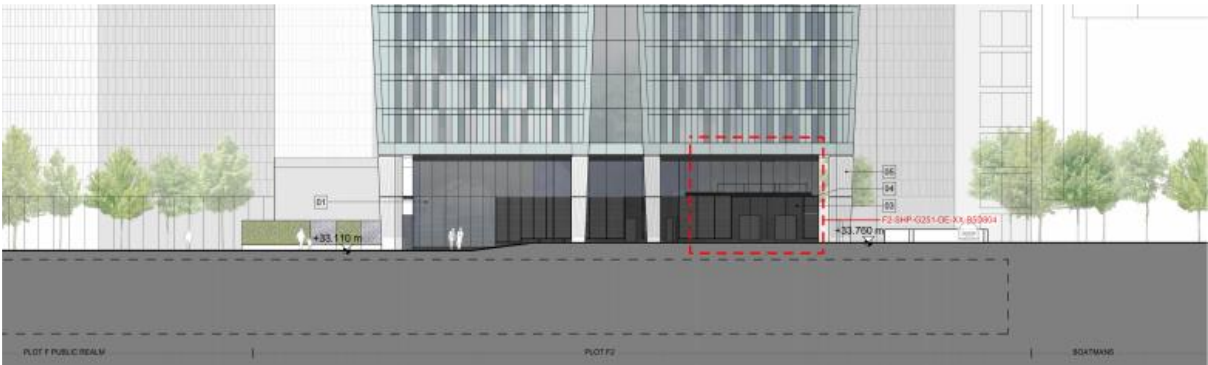
The bin stores would be on the ground floor of each block close to service bays. Residents would have bins for general waste; pulpable waste; and co-mingled recyclables in their apartments and would take it to a tri-separator chute on each floor. Food waste would be bagged and taken to a purpose built bin store on the ground floor of each tower. Each tower would have 50 no. 1,100L Eurobins, split as follows:

- 25 no. 1,100L General Waste bins;
- 1 no. 1,100L Organic Waste bins;
- 12 no. 1,100L Paper / Card Waste bins; and
- 12 no. 1,100L Plastic / Metal / Glass bins.

Waste collection would be supervised by the on-site management team with bins being brought out immediately prior to collection and returned immediately after and to ensure areas are kept clean. Waste would be collected weekly via a combined strategy with the local authority waste collection company, in tandem with a private waste contractor where required.

The form for each tower is identical, with a square plan with chamfered corners. The chamfered corners and floor plans incrementally decrease and increase, creating a vertical undulation up the corners of the building, which would be fully glazed, providing a contrast to the main elevations. The transition between the maximum and minimum floors occurs typically over 5 floors, with a 9-floor transition at the base, and a 11-floor transition at the top of each tower. The main elevations of the buildings would have a pattern formed from light blue and light green anodised aluminium perforated sheets, with solid openable doors behind, used to ventilate the apartments. Each tower would have a double height ground floor with glass curtain walling set back beneath the upper floors, which would be supported by fair faced feature concrete columns.







Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. Representations from 19 people have been received with the following comments:

Inconsistent with Great Jackson Street Framework – The GJSF showed a series of lower rise towers not two 51-storey towers and this was the expectation of people who have already bought properties in GJSF area.

Visual Amenity – The podium does not interact well with the neighbouring building on City Road East, ignoring it and creating a big blank wall instead of continuing the established street line, creating an ungainly streetscape. The towers would form an over-dominant feature in the landscape and the heights would not blend in with the 7-

10 storey buildings adjacent on City Road East. There would be too many structures like this concentrated in a small area, having an adverse impact on the appearance of the City and its skyline.

Noise and Disturbance – The proposed flats will contribute to the already significant noise and disruption in the area. It will bring years of construction noise, disturbance and traffic. A condition should be added to require a construction management plan with a section on how construction noise would be kept to a reasonable level.

Overlooking – The proposed towers would be too close to the flats at Deansgate Square causing loss of privacy, especially as the buildings have floor to ceiling glazing, which would be illuminated at night.

Overshadowing/Loss of Daylight and Sunlight – The proposed buildings would overshadow existing buildings at Deansgate Square (particularly South Tower) and reduce light to those buildings. The Deansgate Square development casts a shadow over Hulme – the proposal would exacerbate this issue.

Glare – The glass walls would create glare for existing residents in the adjacent buildings.

Overcrowding – The area is getting too crowded.

Traffic – The size of the towers would result in an increase in traffic, congestion and pollution, which is already a problem (also with bin wagons blocking the streets) and which is dangerous to children. Access to the Mancunian Way and the Chester Road roundabout is already a problem. Traffic from the Deansgate Square towers exits onto a very small road (River Place) causing high volumes of noise from vehicles and HGVs for the Luminare and Boatmans Buildings.

Crime – Existing high rise buildings have already led to an increase in crime.

Lack of infrastructure – There is already an issue with lack of healthcare and not enough doctors' surgeries.

Contrary to the Council's Five Year Environment Plan – Goes against making Manchester a greener place. Construction will cause air pollution. The building of the buildings will not help Manchester to meet Tyndall Centre's recommended budget and will make it much more difficult to achieve a greener and sustainable place to live. It will not create "vibrant and sustainable places in our city region", nor will it "improve the health and quality of life of our residents" (Five-Year Environment Plan). The buildings already built by Renaker do not enable recycling as the bin chute in one building has not had the Separator function enabled and has been broken for two years, resulting in all of the residents' waste going to landfill.

Loss of View

Reduction in Property Values – due to reduced views and loss of light.

Lack of Affordability – Most Mancunian workers will not be able to afford these flats.

Not required - Additional flats in the City Centre are not required due to the reduction of office working post Covid. Many are sold to overseas investors and left vacant.

Lack of Greenspace in the area – The site would be better being turned into a small park.

Mental Health – Proliferation of towers, loss of light and continual building works are detrimental to residents' health.

Consultees

Environmental Health - Recommends conditions regarding contaminated land, construction management plan (CMP), lighting, acoustics, waste and air quality.

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

Transport for Greater Manchester (TfGM) - Trip generation/distribution and modelling of the junction of City Road/Medlock Street are acceptable. Recommend a review of pedestrian and cycling infrastructure with provision of a crossing on Medlock Street, tactile paving at junctions and provision of pedestrian and cycle routes.

Highway Services - Agrees with TfGM comments. In addition, the following is requested: S278 for off-site highway works, a Stage 2 independent road safety audit, a Travel Plan, Electric Vehicle Charging points(EVCs), boundary treatments to be visually permeable from 600mm upwards to allow visibility of child pedestrians, servicing strategy, waste management strategy and a Construction Management Plan.

Greater Manchester Ecology Unit - Recommends conditions/informatives regarding the protection of bats and nesting birds, the control/removal of wall cotoneaster and measures to enhance biodiversity.

Environment Agency - No objection subject to the inclusion of conditions relating to contaminated land and surface water drainage.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to Manchester's Roman origins, as well as early 19th century workers' housing. GMAAS therefore recommend a condition requiring a programme of archaeological works.

Historic England (North West) – Does not wish to comment and suggests the local planning authority seeks the views of its specialist conservation and archaeological advisers as relevant.

Manchester Airport Safeguarding Officer - Supports the conditions recommended by NATS.

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

Natural England - No objection.

United Utilities Water PLC - Recommends conditions regarding drainage.

GMFRS - The proposal is acceptable.

HSE – Has recommended measures relating to layout, water flow rates, siting points for fire appliances and positions of smoke vents.

Sport England - Objects to the application as the proposal makes no contribution to formal sports facilities (indoor and outdoor) and it recommends that sufficient community infrastructure for indoor and outdoor sports facilities are provided to support the increase in population associated with the development.

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan (para 11). Paragraphs 11 and 12 state that:

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

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

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 988 homes to a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required in Manchester as the city grows. The City Centre is the biggest source of jobs in the region and the homes would support the growing economy and help to create a vibrant, thriving and active community.

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

Section 7 - Ensuring the Vitality of Town Centres – This site is close to a key gateway route and the proposal would create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives and deliver housing to support the growing economy and population. It is a well connected location and would help to promote sustained economic growth.

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

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

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

Section 12 (Achieving Well-Designed Places) - The high quality buildings would raise design standards.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is highly sustainable and an Environmental Standards Statement demonstrates that the proposal would accord with principles that promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The site is in Zone 1 with a low probability of flooding.

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

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

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1

(Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1 (Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

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

SO1. Spatial Principles – The development of this highly accessible site would support sustainable growth and help to halt climate change.

SO2. Economy – The scheme would provide jobs during construction in a highly accessible location and the homes would be near to jobs and support economic growth, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing – The 988 homes in a highly accessible location would meet demand for housing near to jobs. It would address demographic needs and support economic growth, which requires housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5. Transport – The development would reduce the need to travel by private car and promote the use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources. This would help mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

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

Policy CC3 Housing – New homes are required in the City Centre The development would be located within an area identified for residential development and would contribute to meeting the City Centre Core Strategy housing targets.

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

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

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

Policy CC9 Design and Heritage – The design would be appropriate to the sites context. It would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The homes would be a mix of one, two and three bedrooms and would appeal to single professionals, young families, older singles and couples. The building and site would be accessible.

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

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

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

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

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

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

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The development would not have a detrimental impact on the character and appearance of the nearby Castlefield

Conservation Area nor on the settings of nearby listed buildings and this is set out in more detail in the report.

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

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

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

Policy EN9 Green Infrastructure – The development includes public realm and tree planting, adding to the network of green spaces and allowing for adaptation to climate change.

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

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

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

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

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

Policy EN 18 Contaminated Land and Ground Stability - A site investigation has identified possible risks arising from ground contamination.

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

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.

- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- 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.

These issues are considered in detail in the report and the development is considered to be in accordance with this policy.

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

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

- **Saved Unitary Development Plan Policies**
- DC18.1 Conservation Areas – The proposal would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail in the report.
- DC19.1 Listed Buildings – The proposal would not have a detrimental impact on the settings of the nearby listed buildings and is set out in more detail in the report.

Policy DC20 Archaeology – The site has some archaeological interest which would be recorded through a scheme of investigation.

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

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

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

Strategic Plan for Manchester City Centre 2015-2018

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

The application site is in Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

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

The proposal would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

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

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

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

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

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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

Great Jackson Street Development Framework

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

Castlefield Conservation Area Declaration

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

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

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

Climate Change

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

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

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

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

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

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

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

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

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

Legislative requirements

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

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

Air quality;
 Climate Change;
 Daylight, Sunlight and Overshadowing;
 Noise and vibration;
 Human Health;
 Solar Glare;
 Townscape and visual impact;
 Traffic and Transport;
 Wind Microclimate; and
 Socio-Economic.

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

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

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

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

Manchester is the UK's fastest growing city with an expanding city centre population. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires more housing and the proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining continued growth.

There is a long standing aspiration to create a high quality residential area at Great Jackson Street. The development of this previously developed brownfield site would provide homes in a highly sustainable well-connected location and would bring footfall into the area. The proposal would provide a significant amount of public realm providing high quality green space that is integrated into nearby areas of open space. Pedestrian and cycle connections through the site would allow linkages to be made with surrounding developments and the river. The public realm would include recreational space with seating and soft landscaping.

Development Frameworks for First Street and Great Jackson Street aim to regenerate large parts of the southern edge of the City Centre. The SRF envisaged three buildings of between 33 and 46 storeys providing 939 homes. Despite this change to the scale, massing and quantum of development envisaged by the Great Jackson Street SRF, it is considered that the proposal would still be consistent with the aims of the SRF and could act as a catalyst for further development and regeneration.

The homes and public realm would provide a critical mass of activity and attract people to the area. It would help to expand the active core of the city centre and be a significant component of the continued social and economic development of the city.

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

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

The 988 homes would be in two 51 storeys towers with one-, two-, three-bedroom and three bedroom duplex apartments, all space standard compliant, which would be suitable for and attractive to families. An initial contribution of £90,000 would be secured for off site affordable housing with a mechanism to review the schemes viability at a later stage. This is considered elsewhere within this report. The development would place additional pressures on social infrastructure in the area and a £0.5 million contribution would be secured towards the new school at Crown Street. It would provide 0.9ha of public space at a cost of £3.9 million.

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

Viability and Affordable Housing Provision

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

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

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

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

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

The application proposes 988 homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and would create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm both for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

The applicant has provided a viability appraisal, which has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council. It acknowledges that the scheme would make a contribution of £0.5 million to the fit out of the school at Great Jackson Street and provide public realm at a cost of £3.9 million. It concludes that a £90,000 commuted sum for off-site affordable housing should be accepted. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

Tall Buildings Assessment

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

Assessment of Context and Heritage Assessment

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

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

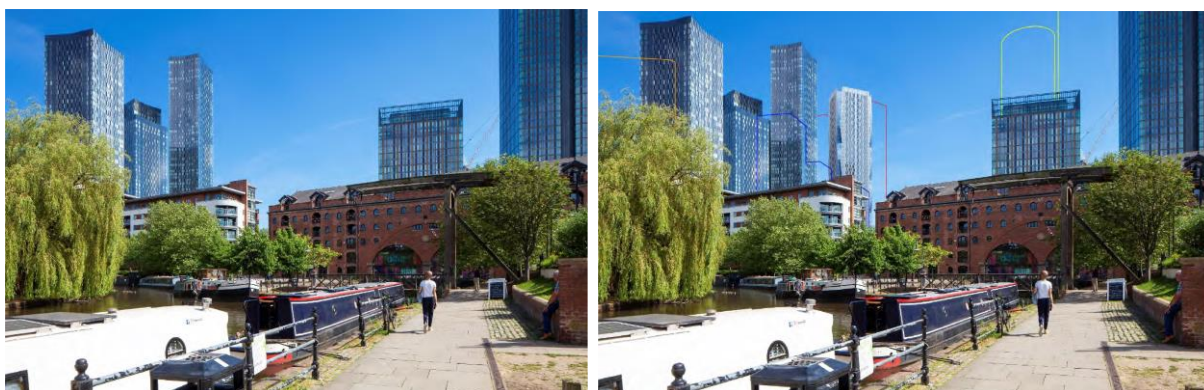
The site is not within a conservation area, but is approximately 250m from the south-eastern edge of Castlefield Conservation Area and there are 21 listed buildings and one scheduled ancient monument within a 500m radius around the site as follows:

1. Eastern wall fragment of Roman fort, Scheduled Ancient Monument
2. Church of St George, Grade II*
3. Churchyard Walls, Gate Piers and Gates of St. George's Church, Grade II
4. Former Bridgewater Canal Offices, Grade II
5. Former Congregational Chapel, Grade II
6. Merchant's Warehouse, Grade II
7. Middle Warehouse at Former Castlefield Goods Yard, Grade II
8. 29-41 Liverpool Road, Grade II
9. Lock-Keeper's Cottage at Lock No 91 Next to Gaythorn Tunnel, Grade II
10. Lock No. 91, at east end of Gaythorn Tunnel, Grade II
11. Rochdale Canal Lock No 92 (Dukes Lock) and Castle Street Bridge, Grade II
12. Manchester South Junction and Altrincham Railway Viaduct, Grade II
13. Deansgate Station, Grade II.
14. Floodgate on east side of Knott Mill Bridge, Grade II

15. Boundary Stone on Knott Mill Bridge, Grade II
16. Roman Catholic Church of St. Wilfrid, Grade II
17. School House, Grade II
18. G MEX (Manchester Central), Grade II*
19. The Britons Protection Public House, Grade II
20. Nos. 13-17 Albion Street, Grade II
21. Former Cotton Mill on West side of junction with Cambridge Street, Grade II
22. Mill Chimney Stack on West side of junction with Cambridge Street, Grade II

The impact of the development on the townscape and the settings of these heritage assets has been assessed in a Townscape Visual Impact Assessment and the Heritage Statement through the appraisal of 20 different viewpoints (nine of which include heritage assets). The towers are some distance from Castlefield Conservation but would be visible looking from Castlefield Basin where they would be read as part of a cluster of high-rise buildings of similar height and scale, which form part of the contemporary backdrop to the conservation area. The addition of the new towers would not alter the settings or understanding or appreciation of the character and appearance of the conservation area and are considered to have a neutral impact.

As the main higher grade heritage assets, (including St Peter's Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II*) and Central Library (grade II*), and Liverpool Road Station (grade I) are some distance away, the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Deansgate Square at Owen Street.



Existing & cumulative view from Castlefield Basin

Whilst the proposal would clearly be visible in some views, the visual impact on the settings of the heritage assets in all but one view would be neutral, meaning that any difference would be imperceptible or appropriately balanced. This is because the area is defined by buildings of height and scale and it would often be read in the background of the view and it would not detract from the ability to appreciate the special interest of the heritage assets.

Looking across Chester Road, with the Grade II listed Bridgewater House in the centre, one of the towers would be highly visible adjacent to the Deansgate Square towers. The addition of a further tower creates only a minor change and the proposal

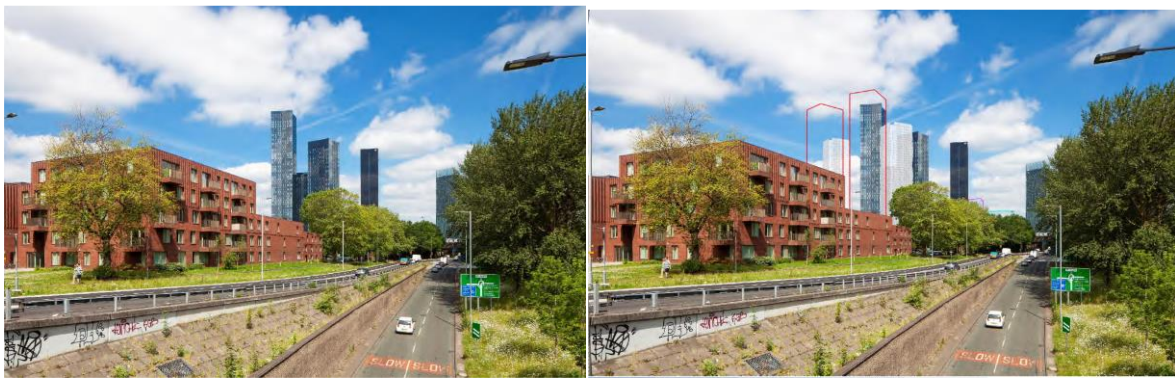
would not alter the settings or understanding or appreciation of the Grade II listed Bridgewater House and would have a negligible adverse impact.

Given the above, the proposal would not cause 'harm' to the significance of the heritage assets and no additional justification is required on heritage grounds.

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



Existing & cumulative view looking south-east across Chester Road



Existing & cumulative view from Stretford Road/Princess Road

Architectural Quality

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

High quality buildings would complement the development of the Great Jackson Street area. Whilst they do not follow the massing and scale of development set out in the SRF, it would be a more elegant design with more public space with better

separation distances, positively contributing to the group of tall buildings in this area, including Crown Street Phases 1 & 2 and Deansgate Square.

The development would improve pedestrian routes including the link to Hulme Bridge.

The use of the aluminium perforated panels would provide a subtle texture to the facade and contrast with the more reflective glazed elements. The anodised aluminium for F1 and F2 would be light blue and light green, providing a contrast to the darker and more reflective glazing on the corners. The angled, chamfered corners provide a second elevation and provide the towers with a dynamic form. These are fully glazed, providing a contrast to the solidity of the primary elevations, and wide views out from the apartment. The inclined angles of the facets, both inwards and outwards create differing reflections which animate the corners.

Sustainable Design and Construction

An Environmental Standards and Energy Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise an enhanced 'fabric-led' material specification, and high quality design and construction standards to improve energy efficiency. The proposal would thereby accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures. Given the above, it is considered therefore that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it is viable. The applicant has experience of delivering tall buildings, such as the Deansgate Square development, Crown Street Phase 1 and No1 Water Street. The viability of the scheme has been costed on the quality in the submitted drawings. The design team have experience of delivering tall buildings, such as those at Deansgate Square and Crown Street, and have recognised the high profile nature of the site and the required design quality. A significant amount of time has been spent developing the proposals and the submitted scheme to ensure that it can be constructed and delivered.



Contribution to Public Spaces and Facilities

The homes and public realm would bring activity to this area. The homes and amenity uses would enliven and provide natural surveillance to the public realm and the pedestrian routes that link to other areas. The proposal would provide permeability and connect to Deansgate, Hulme, Castlefield, and First Street through enhanced pedestrian linkages across and around the site. The proposal builds upon the principles of the Great Jackson Street SRF, which define the balance between public space and density as a guiding principle for new development.

The proposed includes 0.59 ha of high quality public realm, which will be fully accessible to residents and visitors. It includes landscaping to the spaces around and between the buildings and the road network and the large central public space. It includes shrub and tree planting with private gardens accessible from inside the buildings for residents. 56 replacement trees are proposed which would mitigate against the loss of existing trees. 22 would be in the pavement to the south of Deansgate Square on Owen Street to unite the two developments. This tree provision represents a replacement ratio of well over 3:1.

The proposal public realm would support the successful delivery of the GJS area. It would create linkages to adjacent neighbourhoods, including Hulme. It would create a destination and a critical piece of the whole when combined with public realm in Great Jackson Street. There would be 0.59ha of public space and 0.29ha of private space which is enabled by the two rather than three towers.

The soft landscaping includes green space, trees and a lawned area in a large raised bed, due to the need to provide trees planted in the ground combined with underground utilities and the build-up required for the basement below. These

lawned areas would take advantage of changing sun patterns. Ramps would ensure the lawns are accessible.



Effect on the Local Environment

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

(a) Daylight, Sunlight and Overlooking

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

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

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

- Hill Quays
- Lumiere
- The Danube
- Deansgate Square
- City South

- River Street Tower
- Transition
- The Circle
- The Blade
- Elizabeth Tower C1
- Plot G Great Jackson Street

Daylight

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

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

The results should be interpreted in relation to the City Centre location where high density development is encouraged. 10,059 windows were assessed to 4,446 rooms in the 11 properties. For daylight, 5,597 (56%) would meet the BRE guidelines for VSC. For NSL, 3,374 (76%) of the 4,446 rooms would meet the BRE criteria. The impacts for each property can be summarised as follows:

Hill Quays – For VSC, 246 (67%) of 366 windows would meet the BRE criteria, 41 (53%) would be altered by 20-30%, 25 between 30-40% and 54 (22%) by more than 40%. For NSL, 135 (86%) of 157 rooms would meet the BRE criteria, 1 would experience an alteration between 30-40% and 21 (13%) would experience alterations in excess of 40% from the baseline. 103 (28%) would be to single aspect rooms. Hill Quays has deep, single aspect rooms located on the boundary facing the site. Windows are typically located beneath balconies and are recessed into deep reveals. The property has low baseline daylight levels, and less than 2% of windows meet the BRE criteria for VSC daylight in the baseline scenario. This places a high burden on the proposal to maintain existing levels, and it means that relatively small changes in daylight levels represent large proportional changes. Given the above and

considering the City Centre location, the effect on daylight to this property is considered to be minor adverse.

Lumiere, City Road East - For VSC, 71 (45%) of 159 windows would meet the BRE criteria, 26 (16%) would experience an alteration of between 20 and 30%, 33 (21%) would be altered by 30-40% and 29 (18%) by more than 40%. 52 (39%) of the windows would be to single aspect rooms. For NSL, 83 (72%) of 16 rooms would meet the BRE criteria, 11 (9%) would experience an alteration between 20-30%, 8 (7%) would be altered by 30-40% and 14 (12%) by more than 40%. 72 (45%) would be to single aspect rooms. Lumiere has deep, single aspect rooms located on the boundary facing the site. Several are beneath balconies and are in deep reveals. The property has low retained baseline daylight levels, and less than 2% of windows and 27% of rooms meet the BRE criteria for VSC and NSL daylight respectively. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. Given the above and considering the City Centre location, the effect on daylight to this property is considered to be moderate adverse.

The Danube - For VSC, 13 (48%) of the 27 windows meet the BRE criteria, 6 (22%) would be altered by 20-30%, 3 (11%) between 30-40%, and 5 (19%) in excess of 40%. For NSL, 16 (73%) of the 22 rooms assessed will meet the BRE criteria 2 (9%) would have an alteration between 20-30% and 4 (18%) would experience alterations in excess of 40%. 8 (4%) would be to single aspect rooms. The property has low retained baseline daylight levels, and none of the windows and 9% of rooms meet the BRE criteria for VSC and NSL daylight respectively. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. Overall, the impact is considered to be minor adverse.

Deansgate Square – For VSC, 2,993 (60%) of 4,986 windows meet the BRE criteria, 335 (7%) experience an alteration between 20-30%, 762 (15%) an alteration between 30-40% and 896 (18%) alterations in excess of 40%. For NSL, 1,761 (74%) of the 2,392 rooms assessed would meet the BRE criteria, 172 (7%) rooms would experience an alteration between 20-30%, 133 (5%) between 30-40% and 326 (14%) alterations in excess of 40%. 1064 (21%) would be to single aspect rooms. The overall impact on daylight on the Deansgate Square towers is considered to be minor adverse and not significant, particularly given that the apartments that would have a reduction currently receive very high levels of daylight (due to the underdeveloped nature of this site) and the reduction in average VSC levels is less than the 20% BRE target. For VSC, 879 windows that do not meet the BRE criteria serve bedrooms (which have a lesser requirement for daylight than principal habitable rooms) and most apartments overlooking the site have dual aspect accommodation, meaning they are typically lit from alternative windows that have not been included in this assessment as they face away from the site.

City South - For VSC, 92 (52%) of the 176 windows would meet the BRE criteria, 48 (27%) would experience an alteration between 20-30%, 8 (5%) an alteration between 30-40% and 28 (16%) windows alterations in excess of 40% from the baseline value. For NSL, 121 (82%) of the 148 rooms assessed would meet the BRE criteria, 15 (10%) would experience an alteration between 20-30%, 9 (6%) an alteration between

30-40% and 3 (2%) alterations in excess of 40% from the baseline value. 84 (48%) would be to single aspect rooms. The property has low retained baseline daylight levels, and none of the windows and 22% of rooms meet the BRE criteria for VSC and NSL daylight respectively. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. Rooms facing the site are typically single aspect with deep floorplates, and several windows are located beneath balconies, making the rooms/windows particularly sensitive to nearby development. 54 of the windows that do not meet the VSC daylight criteria, and 15 rooms which do not meet the NSL daylight criteria, are bedrooms, which are considered by the BRE to have a lesser requirement for daylight. The overall effect on daylight to this property is therefore considered to be minor adverse.

River Street Tower - For VSC, 216 (100%) of the 216 windows meet the BRE criteria. For NSL, 180 (100%) of the 180 rooms assessed will meet the BRE criteria. The effect on daylight to this property is therefore considered to be negligible.

Transition - For VSC, 536 (64%) of the 834 windows meet the BRE criteria, 40 (5%) would experience an alteration between 20-30%, 34 (4%) an alteration between 30-40% and 224 (27%) alterations in excess of 40% from the baseline value. For NSL, 236 (62%) of the 379 rooms assessed would meet the BRE criteria, 35 (9%) would experience an alteration between 20-30%, 52 (14%) an alteration between 30-40%, and 56 (15%) rooms alterations in excess of 40% from the baseline value. 233 (28%) would be to single aspect rooms. This property received planning permission in May 2019 (LPA ref. 116850/FO/2017) but is not yet built. As such, there are no occupants to notice any reduction in daylight and they would be aware at the time of taking occupation that the proposal is due to be redeveloped. This property therefore has a lower sensitivity to change and, in context to the Great Jackson Street Development Framework, lower daylight levels should be anticipated given the height and density of the surroundings. The impact is therefore considered to be minor adverse on this development.

The Circle (Crown Street Phase 2) - For VSC, 384 (100%) of the 384 windows would meet the BRE criteria. For NSL, 192 (100%) of the 192 rooms assessed would meet the BRE criteria. The effect on daylight to this property is therefore considered to be negligible in significance.

The Blade (Crown Street Phase 2) - For VSC, 235 (100%) of the 235 windows meet the BRE criteria. For NSL, 141 (100%) of the 141 rooms assessed would meet the BRE criteria. The effect on daylight to this property is therefore considered negligible.

Elizabeth Tower C1 - For VSC, 124 (100%) of the 124 windows meet the BRE criteria. For NSL, 50 (100%) of the 50 rooms assessed would meet the BRE criteria. The effect on daylight to this property is therefore considered negligible in significance and non-significant in EIA terms.

Plot G, Great Jackson Street - For VSC, 735 (29%) of the 2,552 windows assessed would meet the BRE criteria, 269 (11%) windows would experience an alteration between 20-30%, 344 (13%) an alteration between 30-40% and 1,204 (47%)

windows alterations in excess of 40% from the baseline value. For NSL, 459 (68%) of the 669 rooms assessed would meet the BRE criteria, 39 (6%) would experience an alteration between 20-30%, 19 (3%) an alteration between 30-40% and 152 (23%) alterations in excess of 40% from the baseline value. 911 (36%) would be to single aspect rooms. This property is not currently built although Committee was recently minded to approve it subject to a S106 agreement (LPA ref. 129273/FO/2021). As such, there are no occupants to notice any reduction in daylight and they will be aware at the time of taking occupation that the site is due to be redeveloped with a high expectation of high density development. This property therefore has a lower sensitivity to change and, in context to the Great Jackson Street Development Framework, lower daylight levels should be anticipated given the height and density of the surroundings. Furthermore, the application site is underdeveloped in the baseline scenario, meaning the proposal overlooking the site benefit from unusually high baseline daylight levels. Given the above, overall, the effect on daylight to this property is considered to be minor adverse.

Sunlight

The BRE Guide sets the following criteria:

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

Out of the 1,527 rooms assessed for APSH, 1,355 (89%) meet the BRE guidelines. 1,288 (90%) of 1,429 rooms would meet the BRE guidelines for Winter PSH. The impacts on the buildings around the site can be summarised as follows:

Hill Quays - 82 (94%) of the 87 rooms assessed would meet the BRE criteria for both annual and winter PSH. For APSH, 1 (1%) room would experience an alteration in excess of 40% from the baseline value. For winter PSH, 1 (1%) of the affected rooms would experience an alteration between 20-30% and 4 (5%) rooms would experience an alteration in excess of 40% from the baseline value. The effect on sunlight to this property is considered to be minor adverse in significance.

Lumiere - 43 (83%) of the 52 rooms meet the BRE criteria. For annual PSH, 1 (2%) room would experience an alteration between 20-30%, 3 (6%) rooms an alteration between 30-40% and 5 (9%) rooms alterations in excess of 40% from the baseline value. For winter PSH, 4 (8%) rooms would experience an alteration in excess of 40% from the baseline value. For this building baseline APSH levels are generally low and only 19% of rooms assessed meet the APSH criteria. The effect on sunlight to this property is considered to be minor adverse in significance.

The Danube - 5 (42%) of the 12 rooms assessed meet the BRE criteria. For annual PSH, 2 (17%) rooms would experience an alteration between 20-30%, 4 (33%) a reduction between 30-40% and 1 (8%) alterations in excess of 40% from the baseline value. For winter PSH, 2 (17%) of the affected rooms would experience an alteration between 20-30% and 1 (8%) an alteration in excess of 40% from the baseline value. Baseline APSH levels at this building are low, with only 25% of rooms meet the BRE

criteria, which places a burden on the development site to maintain existing sunlight levels. The effect on sunlight to this property is considered to be moderate adverse in significance.

Deansgate Square - 737 (84%) of the 880 rooms assessed meet the BRE criteria. For annual PSH, 5 (0.5%) rooms would experience an alteration between 20-30%, 28 (3%) rooms an alteration between 30-40% and 83 (9%) rooms alterations in excess of 40% from the baseline value. For winter PSH, 120 (14%) rooms would experience an alteration in excess of 40% from the baseline value. Overall, given the context of the area, this receptor would continue to receive good levels of sunlight once the proposed development is in place. The effect on sunlight to this property is considered to be minor adverse in significance.

City South - 15 (100%) of the 15 rooms meet the BRE criteria for annual and winter PSH.

River Street Tower - 27 (100%) of the 27 rooms meet the BRE criteria for annual and winter PSH.

Transition - 178 (96%) of the 186 rooms meet the BRE criteria for annual and winter PSH. For annual PSH, 4 (2%) rooms would experience an alteration between 20-30% and 4 (2%) rooms would experience an alteration between 30-40% from the baseline value. For winter PSH, 2 (1%) rooms would experience an alteration between 20-30% and 1 (0.5%) room an alteration in excess of 40% from the baseline value. The impact is considered to be negligible.

The Circle - 96 (100%) of the 96 rooms meet the BRE criteria for annual and winter PSH.

The Blade - 47 (100%) of the 47 rooms meet the BRE criteria for annual and winter PSH.

Elizabeth Tower C1 - 27 (100%) of the 27 rooms meet the BRE criteria for annual and winter PSH.

Plot G - 98 (100%) of the 98 rooms meet the BRE criteria for annual and winter PSH.

Overshadowing

The public realm areas of Deansgate Square and Crown Street Phase 2 have been assessed for overshadowing using Sun Hours on Ground (SHOG). The baseline levels for the amenity areas to Deansgate Square are low, receiving 16%, 3% and 14% SHOG on 21 March without the proposal in place. Given the low baseline levels, the reductions brought about by the proposal are proportionally much greater than were the amenity areas to meet the published BRE targets in the baseline scenario. As such, the effect on overshadowing to this amenity area is considered to be minor adverse. The proposal would have a negligible impact on the amenity areas in Crown Street Phase 2, with the SHOG being maintained.

The above results for daylight, sunlight and overshadowing should be considered in the context of a site that has had low level buildings on it for years and buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation does not present the usual baseline situation that would be encountered in a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, given the small scale of these effects, the City Centre location and the context of the site, the impacts are not considered to be significant, do not require further mitigation and the impact of the proposal would be acceptable.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The Great Jackson Street Framework seeks separation distances of circa 20m where higher density developments are located. The proposed buildings are orientated at an angle to the Deansgate Square towers resulting in the main elevations being at least 20m away and avoiding direct views between the elevations. The separation distances are acceptable in the City Centre and the proposal would not have a detrimental impact in terms of overlooking on residential properties near the site.

Solar Glare

A Solar Glare Impact Assessment has assessed the impact of glare from the facades of the proposal on 19 locations where car, lorry or tram drivers could be affected based on a worst-case scenario, which includes assuming clear skies and a reflective finish to the anodised aluminium panels. The impact of the development would be minor adverse or negligible. The minor adverse impacts were found where solar reflections would occur within 30° of the driver's line of sight. However, the assessment considers that these reflections would not impair visibility of signals and no mitigation measures are considered necessary.

(b) Wind

A wind microclimate study has taken into account the different scenarios that the phasing of the development could result in and mitigation measures, including a 1.5m (H) evergreen hedge near the south corner of F2; 3no 50% porous screens (1.5m (W) x 2.5m (H)) close to the eastern corner of F1; and 2no 1.5m (H) evergreen hedges either side of the main entrance of F1, form part of the proposal. The results of the assessment indicate that the development is likely to modify the local wind environment and create both improvements as well as some localised areas where accelerated winds could prevail. Wind conditions within the site and in the vicinity of the proposed development would not breach the safety criterion and wind comfort ratings are suitable for the intended pedestrian uses. Given the above, whilst there would be some impact on the pedestrian environment in terms of safety and comfort, it is considered that, with appropriate mitigation, these would be acceptable.

(c) Air Quality

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

The Air Quality Assessment concludes that no specific mitigation measures are required for the apartments and the proposal incorporates measures to reduce air quality impacts to comply with Core Strategy Policy EN16, including: 20% Electric Vehicle Charging Points with future proofing to provide 100%; 100% cycle parking spaces and 40 visitor spaces; Improvements to pedestrian access; and Travel Plan implementation.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses.

Noise and vibration

Noise during construction would be controlled using an acoustic site hoarding, equipment silencers, adhering to standard operating and delivery hours and regular communication with nearby residents.

When the development is occupied, the acoustic specification of the apartments would limit noise ingress from the main sources of external noise, particularly from nearby roads, and from the ground floor amenity areas. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the apartments are acceptable. It has also been demonstrated that the insulation scheme would not result in unacceptable overheating within the apartments. This would be subject to verification prior to occupation.

Subject to compliance with conditions in relation to the hours during which servicing can take place, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration and would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

(e) TV reception

A baseline Television Reception Survey concludes that the use of tower cranes and the proposal could cause disruption to the reception of digital satellite television services. If interference does occur this could be mitigated by the repositioning of satellite dishes. Interference to Digital Terrestrial Television (DTT) Freeview and VHF(FM) Radio is not expected. A condition requiring pre- and post-construction surveys and any mitigation measures should ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception that cannot be mitigated against.

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network and, whilst it would introduce additional vehicle movements these would not have a significant adverse impact on highway safety. The level of parking is acceptable and the site is close to alternative transport means.

Provision of a Well-Designed, Inclusive Environment

The design would include a mix of apartment sizes that could attract a range of occupants and help to foster a mixed community. Public realm would be provided along with private residential gardens and residential amenity facilities. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings.

The high quality public realm would provide amenity space and integrate with other areas of public realm nearby. The development would increase activity and vitality and increase passive surveillance. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

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

Relationship to Transport Infrastructure

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

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

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

Waste and Recycling

The bin stores would be located on the ground floor of each block, with access to on-street collection point. Residents would have bins for general waste; pulpable waste;

and co-mingled recyclables in their apartments and would take it to a tri-separator chute on each floor. Food waste would be bagged and taken to a purpose built bin store on the ground floor of each tower. Each tower would have 50 no. 1,100L Eurobins, split as follows:

- 25 no. 1,100L General Waste bins;
- 1 no. 1,100L Organic Waste bins;
- 12 no. 1,100L Paper / Card Waste bins; and
- 12 no. 1,100L Plastic / Metal / Glass bins.

Waste collection would be supervised by the on-site management team with bins being brought out immediately prior to collection and returned immediately after and to ensure areas are kept clean. Waste would be collected weekly via a combined strategy with the local authority waste collection company, in tandem with a private waste contractor where required.

A condition should ensure adequate waste storage and management.

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

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site, 10% of parking spaces would be fully accessible and 10% of apartments would be wheelchair adaptable. The proposal would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The homes would bring additional vitality to the area. There would be windows overlooking all frontages which would enliven the street scene and provide natural surveillance of the public realm. A Crime Impact Statement provides detailed measures that would be incorporated into the scheme which would be secured via a condition. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposals include high quality public realm with planting. Trees would be planted on street and in the public realm. The proposal would create 0.59 ha of public realm and 0.29 ha of private space and would complement that which has been delivered at Deansgate Square and Crown Street and enhance linkages to the rest of the Great Jackson Street area. The proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

An Ecological Survey found that the site comprises hardstanding, colonising vegetation and boundary vegetation. It has no statutory or non-statutory designations for nature conservation. The area is used by nesting birds but there are no significant ecological constraints and the proposal would deliver and safeguard habitats for wildlife such as birds and bats and lead to a net gain in biodiversity in accordance with the principles of the NPPF.

Contaminated Land and Impact on Water Resources

A Phase 1 Preliminary Risk Assessment shows the possibility of some on site contamination. A condition should ensure that adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding. The proposed uses are appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposal with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

The homes would be designed to reduce mains/potable water consumption and have water efficient devices and equipment. A water efficiency strategy would include 'A' rated appliances.

Summary of Climate Change Mitigation

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

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. An enhanced 'fabric-led' material specification, renewable energy generation plus high-quality design and construction standards would improve the energy efficiency of the buildings. In accordance with Policies EN 4 and EN 6, the energy strategy would secure 52.59% betterment over Building Regulations Part L1a 2021.

The building would utilise a full electric strategy and all accommodation would have MVHR to reduce the heat losses and energy demands. Split system heat pumps would be used in the non-domestic areas. High performance thermal insulation would be provided throughout the building envelope (ensuring very low U-values for all heat loss elements) and thermally efficient windows and doors would minimise heat loss through the main building elements. Low energy and LED lighting would be used

throughout the site and common areas would have PIR control and photocell dimming controls. High efficiency hot water storage and water saving measures would be employed, including water efficient devices and equipment, 'A' rated appliances and sanitary fixtures specified to achieve a calculated daily consumption of <105litres/person/day. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport. There would be 1028 cycle spaces, 59 Electric Vehicle Charging Points with future proofing for further provision, improvements to pedestrian access and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

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

Response to Neighbour Representations

It is considered that the majority of the grounds of objection have been addressed in the report. However, further comments are provided below:

Glare – Discomfort glare to residents within adjacent buildings can be controlled using shading devices such as blinds or curtains and any impact is therefore not expected to be significant.

Overcrowding – The scheme falls within the aims of the SRF for high density living. There is adequate amenity space and separation distances.

Lack of facilities – There would be a commercial unit on Plot G and there is a doctors' surgery, school and park being developed at Crown Street.

Tri-separator bin chutes do not work – With familiarity of use and regular maintenance, the applicant has found the chutes to operate successfully in its other towers. The applicant has a policy that if the chute is unable to separate materials (often as a result of large inappropriate items being placed into them, such as Christmas trees), then it is positioned into an 'open' position, where all the refuse is collected in the basement and the recyclable materials sorted appropriately before being picked up at street level.

Loss of views – Views are not protected by planning policy or guidance.

Property Values – This is not a planning consideration. However, the proposal would contribute to the regeneration of the area, creating a more attractive and desirable location.

Additional flats not required and would be sold to overseas investors – The applicant has achieved high levels of occupancy at Deansgate Square and there remains a substantial need for high quality homes in this part of the City Centre.

Mental Health – the application is supported by an Environmental Statement and reports that assess the impacts on local residents. The scheme would bring benefits to the area for local residents, such as an enhanced streetscape, public realm, an increase in trees, improved passive surveillance and a reduction in anti-social behaviour, which would increase the safety and security of local residents.

Conclusion

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

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

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

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

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

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

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

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation MINDED TO APPROVE subject to a legal agreement for a financial contribution towards off site affordable housing

Article 35 Declaration

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

Condition(s) attached to this 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:

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

Context Drawings

10334-Z1-SHP-G000-PL-Grd-B5D803 P01 Site Wide - Application Boundary Plan
 10334-Z1-SHP-G000-PL-Grd-B5D804 P02 Site Wide - Ground Phasing Plan
 10334-Z1-SHP-G000-PL-B1-B5D801 P01 Site Wide – Basement Phasing Plan
 10334-Z1-SHP-G000-PL-Grd-B5D805 P01 Site Wide - Reference Plan
 10334-Z1-SHP-JC20-PL-Grd-B5D801 P01 Site Wide - Demolition Plan

Site Wide Plans

10334-Z1-SHP-G100-PL-B3-B5D801 P01 Site Wide Plan - Level B3 Basement
 10334-Z1-SHP-G100-PL-B2-B5D801 P01 Site Wide Plan - Level B2 Basement
 10334-Z1-SHP-G100-PL-B1-B5D801 P01 Site Wide Plan - Level B1 Basement
 10334-Z1-SHP-G100-PL-Grd-B5D801 P02 Site Wide Plan - Level 00 Entrance Level
 10334-Z1-SHP-G100-PL-01-B5D801 P02 Site Wide Plan - Level 01 Amenity Level
 10334-Z1-SHP-G100-PL-02-B5D801 P02 Site Wide Plan - Level 02 Minimum
 apartment level
 10334-Z1-SHP-G100-PL-04-B5D801 P02 Site Wide Plan - Level 04 Typical
 apartment level
 10334-Z1-SHP-G100-PL-05-B5D801 P02 Site Wide Plan - Level 05 Typical
 apartment level
 10334-Z1-SHP-G100-PL-11-B5D801 P02 Site Wide Plan - Level 11 Maximum
 apartment level
 10334-Z1-SHP-G100-PL-49-B5D801 P02 Site Wide Plan - Level 49 Lower Duplex
 Level
 10334-Z1-SHP-G100-PL-50-B5D801 P02 Site Wide Plan - Level 50 Upper Duplex
 Level
 10334-Z1-SHP-G100-PL-51-B5D801 P02 Site Wide Plan - Plan - Level 51
 10334-Z1-SHP-G100-PL-RF-B5D801 P02 Site Wide Plan - Top of Parapet

F1 Tower Plans

10334-F1-SHP-G200-PL-B3-B5D801 P01 GA Plan - Level B3 Basement
 10334-F1-SHP-G200-PL-B2-B5D801 P01 GA Plan - Level B2 Basement
 10334-F1-SHP-G200-PL-B1-B5D801 P01 GA Plan - Level B1 Basement
 10334-F1-SHP-G200-PL-Grd-B5D801 P02 GA Plan - Level 00 Entrance Level
 10334-F1-SHP-G200-PL-01-B5D801 P02 GA Plan - Level 01 Amenity Level
 10334-F1-SHP-G200-PL-02-B5D801 P02 GA Plan - Level 02 Minimum apartment
 level
 10334-F1-SHP-G200-PL-04-B5D801 P02 GA Plan - Level 04 Typical apartment level
 10334-F1-SHP-G200-PL-05-B5D801 P02 GA Plan - Level 05 Typical apartment level
 10334-F1-SHP-G200-PL-11-B5D801 P02 GA Plan - Level 11 Maximum apartment
 level
 10334-F1-SHP-G200-PL-49-B5D801 P02 GA Plan - Level 49 Lower Duplex Level
 10334-F1-SHP-G200-PL-50-B5D801 P02 GA Plan - Level 50 Upper Duplex Level
 10334-F1-SHP-G200-PL-51-B5D801 P02 GA Plan - Level 51
 10334-F1-SHP-G200-PL-RF-B5D801 P01 GA Plan - Roof level

F2 Tower Plans

10334-F2-SHP-G200-PL-B2-B5D801 P01 GA Plan - Level B2 Basement
 10334-F2-SHP-G200-PL-B1-B5D801 P01 GA Plan - Level B1 Basement
 10334-F2-SHP-G200-PL-Grd-B5D801 P02 GA Plan - Level 00 Entrance Level
 10334-F2-SHP-G200-PL-01-B5D801 P02 GA Plan - Level 01 Amenity Level
 10334-F2-SHP-G200-PL-02-B5D801 P02 GA Plan - Level 02 Minimum apartment
 level
 10334-F2-SHP-G200-PL-04-B5D801 P02 GA Plan - Level 04 Typical apartment level
 10334-F2-SHP-G200-PL-05-B5D801 P02 GA Plan - Level 05 Typical apartment level

10334-F2-SHP-G200-PL-11-B5D801 P02 GA Plan - Level 11 Maximum apartment level
 10334-F2-SHP-G200-PL-49-B5D801 P02 GA Plan - Level 49 Lower Duplex Level
 10334-F2-SHP-G200-PL-50-B5D801 P02 GA Plan - Level 50 Upper Duplex Level
 10334-F2-SHP-G200-PL-51-B5D801 P02 GA Plan - Level 51
 10334-F2-SHP-G200-PL-RF-B5D801 P02 GA Plan - Roof level
 10334-F2-SHP-G200-SK-Grd-008 P01 – F2 Ground Floor Bin Collection Point
 10334-F1-SHP-G200-SK-Grd-010 P01 – F1 Ground Floor Bin Collection Point

Site Wide Elevations

10334-Z1-SHP-G100-EL-XX-B5D801 P01 Site Wide North Elevation
 10334-Z1-SHP-G100-EL-XX-B5D802 P01 Site Wide South Elevation
 10334-Z1-SHP-G100-EL-XX-B5D803 P01 Site Wide East Elevation
 10334-Z1-SHP-G100-EL-XX-B5D804 P01 Site Wide West Elevation
 10334-Z1-SHP-G100-EL-XX-B5D805 P01 Site Wide Elevation Section AA
 10334-Z1-SHP-G100-EL-XX-B5D806 P01 Site Wide Elevation Section BB
 10334-Z1-SHP-G100-SE-XX-B5D801 P01 Site Wide - Long section

F1 Elevations

10334-F1-SHP-G100-EL-XX-B5D801 P01 F1 Elevation
 10334-F1-SHP-G200-EL-XX-B5D801 P01 GA Podium Elevation

F2 Elevations

10334-F2-SHP-G100-EL-XX-B5D801 P01 F2 Elevation
 10334-F2-SHP-G200-EL-XX-B5D801 P01 GA Podium Elevation 8.0 Detailed Elevations
 10334-F1-SHP-G251-DE-XX-B5D801 P01 F1 Tower - Typical detailed elevation
 10334-F1-SHP-G251-DE-XX-B5D802 P01 F1 Tower - Minimum corner detailed elevation
 10334-F1-SHP-G251-DE-XX-B5D803 P01 F1 Tower - Parapet detailed elevation
 10334-F1-SHP-G251-DE-XX-B5D804 P01 F1 Podium - Typical elevation
 10334-F2-SHP-G251-DE-XX-B5D801 P01 F2 Tower - Typical detailed elevation
 10334-F2-SHP-G251-DE-XX-B5D802 P01 F2 Tower - Maximum corner detailed elevation
 10334-F2-SHP-G251-DE-XX-B5D803 P01 F2 Tower - Parapet detailed elevation
 10334-F2-SHP-G251-DE-XX-B5D804 P01 F2 Podium - Typical elevation

Landscape Drawings

Z1-TPM-G710-PL-XX-3851 101 P02 Landscape General Arrangements
 F1-TPM-G710-PL-XX-3851 102 P01 Tower F1: Ground Floor Private Garden
 F2-TPM-G710-PL-XX-3851 103 P01 Tower F2: Ground Floor Private Garden
 Z1-TPM-G710-PL-XX-3851 104 P02 Hardworks
 Z1-TPM-G710-PL-XX-3851 105 P02 Lighting Layout
 Z1-TPM-G710-PL-XX-3851 201 P02 Public Realm: Planting Plan
 F1-TPM-G710-PL-XX-3851 202 P01 Tower F1: Private Garden Planting Plan
 F2-TPM-G710-PL-XX-3851 203 P01 Tower F2: Private Garden Planting Plan

21-TPM-G710-PL-XX-3851 101 P1 Plot F Proposed Trees

Reports

PR-TPM-G710-RP-GRD-3851 501 P02 Landscape Design Statement
 PR-TPM-G710-RP-GRD-3851 502 P01 Landscape Management Report
 PR-TPM-G710-RP-GRD-3851 503 P01 Tree Management Strategy
 10334-Z1-SHP-A180-RP-XX-B5D802 P03 Design and Access Statement dated October 2021 by SimpsonHaugh and Partners
 10334-Z1-SHP-A180-RP-XX-B5D803 P01 Design and Access Statement Addendum dated December 2021 by SimpsonHaugh and Partners
 Television Desk-Based Report by Pager Power dated October 2021
 Radar Mitigation Scheme agreed with NATS (En Route) plc;
 Highways and Transport - Post-Submission Response by Curtins dated 25 February 2022;
 Environmental Statement Non-Technical Summary dated November 2021;
 Environmental Statement: Volume 1 dated November 2021;
 Environmental Statement: Volume 2 dated October 2021;
 Archaeological Desk-Based Assessment Report No. SA/2021/31 Version 1 by Salford Archaeology;
 Aviation Safety Assessment dated October 2021 by Pager Power
 Broadband Connectivity Assessment dated October 2021 by Pager Power
 Crime Impact Statement 15 July 2021 Reference: 2021/0264/CIS/01 by Greater Manchester Police;
 Management Strategy by Zenith Property Management received by the City Council as local planning authority on 12 November 2021;
 Fire Statement Form received by the City Council as local planning authority on 12 November 2021;
 Plot F Local Labour Agreement – July 2021;
 Summertime Internal Environment CIBSE TM59 Overheating Analysis by Futureserv Ltd
 Environmental Standards and Energy Statement Ref: 2021.072 dated November 2021 by Element Sustainability;
 Written Scheme of Investigation for an Archaeological Evaluation by Salford Archaeology Revision 1.0 dated 5 November 2021;
 Planning and Tall Building Statement dated November 2021 by Deloitte;
 Acoustics Ventilation & Overheating Assessment Technical Note Ref: T01-PR0660-MPF dated 3/11/2021 by Fisher Acoustics;
 Arboricultural Impact Assessment with Tree Protection Measures dated 22 July 2021 by Godwins Arboricultural Limited;
 Ecological Survey and Assessment dated October 2021 by ERAP;
 Flood Risk Assessment and Drainage Strategy Revision V05 Ref: 078524-CUR-XX-XX-RP-C-92001 dated 20 October 2021 by Curtins;
 Geotechnical and Geoenvironmental Desk Study dated 8 October 2021 by Coffey;
 HSE Substantive Response pgo-0684 by Hoare Lea.

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

3) The development shall be phased in accordance with drawing numbers 10334-Z1-SHP-G000-PL-Grd-B5D804 Revision P02 Site Wide – Ground Phasing Plan and 10334-Z1-SHP-G000-PL-B1-B5D801 P01 Site Wide – Basement Phasing Plan.

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

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

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

5) If a bat is found during demolition all work shall cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England shall also be informed. Demolition shall then be carried out in accordance with the safeguarding measures.

Reason – In order to provide protection to bats, pursuant to Policy EN15 of the Core Strategy.

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

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

7) Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the proposed piling does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

8) a) Prior to the commencement of development within Phase 1, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the Local Planning Authority require further investigation, the Phase shall not commence until a scheme for the investigation and the identification of

remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

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

b) When the development within Phase 1 commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority.

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

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

9) Prior to the commencement of development in Phase 1 (excluding demolition works) a programme of archaeological works shall be undertaken in line with the Written Scheme of Investigation (WSI) for an Archaeological Evaluation of Plot F, Great Jackson Street Version 1, dated 5 November 2021. The works are to be undertaken in accordance with the WSI, which covers the following:

1. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
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.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

10) a) Prior to the commencement of development within Phase 1, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

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

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

(b) Within six months of the first occupation of Phase 1, details of the results of the scheme shall be submitted for consideration.

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

10) Prior to the commencement of development within Phase 1, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

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

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

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

11) Prior to the commencement of development within Phase 1, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same

carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

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

12) Prior to the commencement of development within Phase 1, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

13) Prior to the commencement of development within Phase 1, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting;
- (vii) Details of any external steps and handrails;
- (viii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.
- (ix) All the features required for wind mitigation as set out in Chapter 14 'Wind Microclimate' of the Environmental Statement Volume 1.

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

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

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

14) Prior to the commencement of development within Phase 1 full details, including large scale annotated plans, elevations and cross sections, of all the ground floor (podium) elevations of Building F2 shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

15) The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 078524 CUR XX XX DR C 092500, Rev P03 dated 22/03/21 by Curtins. For the avoidance of doubt, surface water shall drain at the restricted rate of 115 l/s. No surface water shall be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

16) Prior to the commencement of development within Phase 1, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- o Consideration of alternative green SuDS solution if practicable;

- o Details and calculations 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;

- o For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event;

- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;

- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- 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 40% climate change in any part of a building;

- o Details of drainage to prevent surface water flows into basement levels.

- 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 As the site is proposed to drain to a Main River the Environment Agency should be consulted. An email of acceptance of proposed flows will suffice. The Environment Agency should also be consulted to confirm the level of surcharge which should be used on the outfall for the proposed hydraulic model;

- o Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved;

- o Hydraulic calculation of the proposed drainage system;

- o Construction details of flow control and SuDS elements.

The approved scheme shall be implemented before first occupation of Phase 1.

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

17) No development within Phase 1 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of Phase 1 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

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

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

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

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

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

19) Prior to the commencement of development within Phase 1, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

- a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated October 2021 before development commences. The work shall be undertaken either by an aerial

installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

20) a. The development within Phase 1 hereby approved shall be carried out in accordance with:

Environmental Noise Survey, Plot F Great Jackson Street, Manchester, Fisher Acoustics, Reference: PR0660-REP01-MPF, November 2021; and

Technical Note: Acoustics, Ventilation and Overheating Assessment, Fisher Acoustics, Reference: T01-PR0660-MPF, 3rd November 2021.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development within Phase 1 conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units within Phase 1 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units within Phase 1 are first occupied.

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

21) a) The premises within Phase 1 shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before first occupation of the premises within Phase 1.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB 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 (Leq,5min), respectively.

b) Prior to occupation of Phase 1 of the development a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

22) Prior to first occupation of Phase 1, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Prior to occupation of Phase 1 of the development a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

23) The mitigation measures set out in Chapter 6 'Air Quality' of the Environmental Statement and the email from Jennifer Chatfield dated 28 January 2022 and relating to Phase 1 of the development shall be carried out in full prior to first occupation of Phase 1 of the development and shall remain in situ whilst the development is in operation.

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

24) The Waste Management Strategy within the Design & Access Statement Z1-SHP-A180-RP-XX-B5D802 | REVISION P03 dated October 2021 and the Transport Statement by Curtins and drawing number 10334-F2-SHP-G200-SK-Grd-008 P01 F2 Ground Floor Bin Collection Point relating to Phase 1 of the development shall be implemented as part of Phase 1 of the development and shall remain in situ whilst the use or development is in operation.

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

25) During the operational phase of Phase 1, no loading or unloading shall be carried out on the site outside the hours of:

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

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

26) a. External lighting within Phase 1 shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to installation of the lighting.

b. Prior to occupation of Phase 1 of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have 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 criteria and timescales for implementation.

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.

27) Development within Phase 1 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement 15 July 2021 reference 2021/0264/CIS01 by Greater Manchester Police, as relevant to that phase. No building within Phase 1 shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

28) No part of Phase 1 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

29) No part of Phase 1 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

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

30) The wind mitigation measures set out in the Wind Microclimate report by WSP within the Environmental Statement and shown in the approved drawings shall be implemented before first occupation of Phase 1 of the development.

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

31) Before first occupation of Phase 1 of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

32) The development within Phase 1 shall not be occupied unless and until the mitigation measures in Section 5 of the Flood Risk Assessment and Drainage Strategy Report Ref: 078524-CUR-XX-XX-RP-C-92001 V05 by Curtins have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

33) a. The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points, together with 80% of the car parking spaces fitted with infrastructure for future electric car charging capability) set out in the approved drawings and documents hereby approved shall be put in place before the car park use within Phase 1 commences and shall be retained thereafter.

b. The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 31 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

34) Prior to the first occupation of the residential element of Phase 1, a scheme of off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority to include the following:

- Dropped kerbs and tactile paving to the junctions of City Road East/Medlock Street and Great Jackson Street/Chester Road;

The approved scheme shall be fully implemented prior to the first occupation of Phase 1.

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).

35) The development hereby approved shall include for full disabled access to be provided to the public realm and via the main entrances to the buildings and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

36) Vehicular access to Phase 1 of the development for servicing, emergency and drop-off/pick-up vehicles shall take place in accordance with the approved drawings and documents.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

37) The residential use 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), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

38) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 1, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

39) a) Prior to the commencement of development within Phase 2, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

b) When the development within Phase 2 commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase shall not be occupied until a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is

submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

40) Prior to the commencement of development in Phase 2 (excluding demolition works) a programme of archaeological works shall be undertaken in line with the Written Scheme of Investigation (WSI) for an Archaeological Evaluation of Plot F, Great Jackson Street Version 1, dated 5 November 2021. The works are to be undertaken in accordance with the WSI, which covers the following:

1. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
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.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

41) a) Prior to the commencement of development within Phase 2, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

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

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

(b) Within six months of the first occupation of Phase 2, details of the results of the scheme shall be submitted for consideration.

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

42) Prior to the commencement of development within Phase 2, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

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

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

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

43) Prior to the commencement of development within Phase 2, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

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

44) Prior to the commencement of development within Phase 2, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in

accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

45) Prior to the commencement of development within Phase 2, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting;
- (vii) Details of any external steps and handrails;
- (viii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.
- (ix) All the features required for wind mitigation as set out in Chapter 14 'Wind Microclimate' of the Environmental Statement Volume 1.

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

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

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

46) Prior to the commencement of development within Phase 2 full details, including large scale annotated plans, elevations and cross sections, of all the ground floor (podium) elevations of Building F1 shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

47) The drainage for Phase 2 of the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 078524 CUR XX XX DR C 092500, Rev P03 dated 22/03/21 by Curtins. For the avoidance of doubt, surface water shall drain at the restricted rate of 115 l/s. No surface water shall be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

48) Prior to the commencement of development within Phase 2, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- o Consideration of alternative green SuDS solution if practicable;
- o Details and calculations 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;
- o For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event;
- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- 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 40% climate change in any part of a building;
- o Details of drainage to prevent surface water flows into basement levels.
- 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 As the site is proposed to drain to a Main River the Environment Agency should be consulted. An email of acceptance of proposed flows will suffice. The Environment Agency should also be consulted to confirm the level of surcharge which should be used on the outfall for the proposed hydraulic model;
- o Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved;
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

The approved scheme shall be implemented before first occupation of Phase 2.

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

49) No development within Phase 2 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of Phase 2 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

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

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

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

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

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

51) Prior to the commencement of development within Phase 2, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated October 2021 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

52) a. The development within Phase 2 hereby approved shall be carried out in accordance with:

Environmental Noise Survey, Plot F Great Jackson Street, Manchester, Fisher Acoustics, Reference: PR0660-REP01-MPF, November 2021; and

Technical Note: Acoustics, Ventilation and Overheating Assessment, Fisher Acoustics, Reference: T01-PR0660-MPF, 3rd November 2021.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development within Phase 2 conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units within Phase 2 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units within Phase 2 are first occupied.

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

53) a) The premises within Phase 2 shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before first occupation of the premises within Phase 2.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB 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 (Leq,5min), respectively.

b) Prior to occupation of Phase 2 of the development a verification report to validate that the work undertaken throughout Phase 2 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning

authority. The verification report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

54) Prior to first occupation of Phase 2, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Prior to occupation of Phase 2 of the development a verification report to validate that the work undertaken throughout Phase 2 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

55) The mitigation measures set out in Chapter 6 'Air Quality' of the Environmental Statement and the email from Jennifer Chatfield dated 28 January 2022 and relating to Phase 2 of the development shall be carried out in full prior to first occupation of Phase 2 of the development and shall remain in situ whilst the development is in operation.

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

56) The Waste Management Strategy within the Design & Access Statement Z1-SHP-A180-RP-XX-B5D802 | REVISION P03 dated October 2021 and the Transport Statement by Curtins and drawing number 10334-F2-SHP-G200-SK-Grd-008 P01 F2 Ground Floor Bin Collection Point relating to Phase 2 of the development shall be implemented as part of Phase 2 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.

57) During the operational phase of Phase 2, no loading or unloading shall be carried out on the site outside the hours of:

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

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

58) a. External lighting within Phase 2 shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to installation of the lighting.

b. Prior to occupation of Phase 2 of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have 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 criteria and timescales for implementation.

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.

59) Development within Phase 2 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement 15 July 2021 reference 2021/0264/CIS01 by Greater Manchester Police, as relevant to that phase. No building within Phase 2 shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

60) No part of Phase 2 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

61) No part of Phase 2 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

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

62) The wind mitigation measures set out in the Wind Microclimate report by WSP within the Environmental Statement and shown in the approved drawings shall be implemented before first occupation of Phase 2 of the development.

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

63) Before first occupation of Phase 2 of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

64) The development within Phase 2 shall not be occupied unless and until the mitigation measures in Section 5 of the Flood Risk Assessment and Drainage Strategy Report Ref: 078524-CUR-XX-XX-RP-C-92001 V05 by Curtins have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

65) a. The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points, together with 80% of the car parking spaces fitted with infrastructure for future electric car charging capability) set out in the approved drawings and documents hereby approved shall be put in place before the car park use within Phase 2 commences and shall be retained thereafter.

b. The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 63 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

66) Prior to the first occupation of the residential element of Phase 2, a scheme of off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority to include the following:

- Dropped kerbs and tactile paving to the junctions of City Road East/Medlock Street and Great Jackson Street/Chester Road;

The approved scheme shall be fully implemented prior to the first occupation of Phase 2.

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).

67) Vehicular access to Phase 2 of the development for servicing, emergency and drop-off/pick-up vehicles shall take place in accordance with the approved drawings and documents.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

68) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 2, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 132199/FO/2021 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
 Environment & Operations (Refuse & Sustainability)**

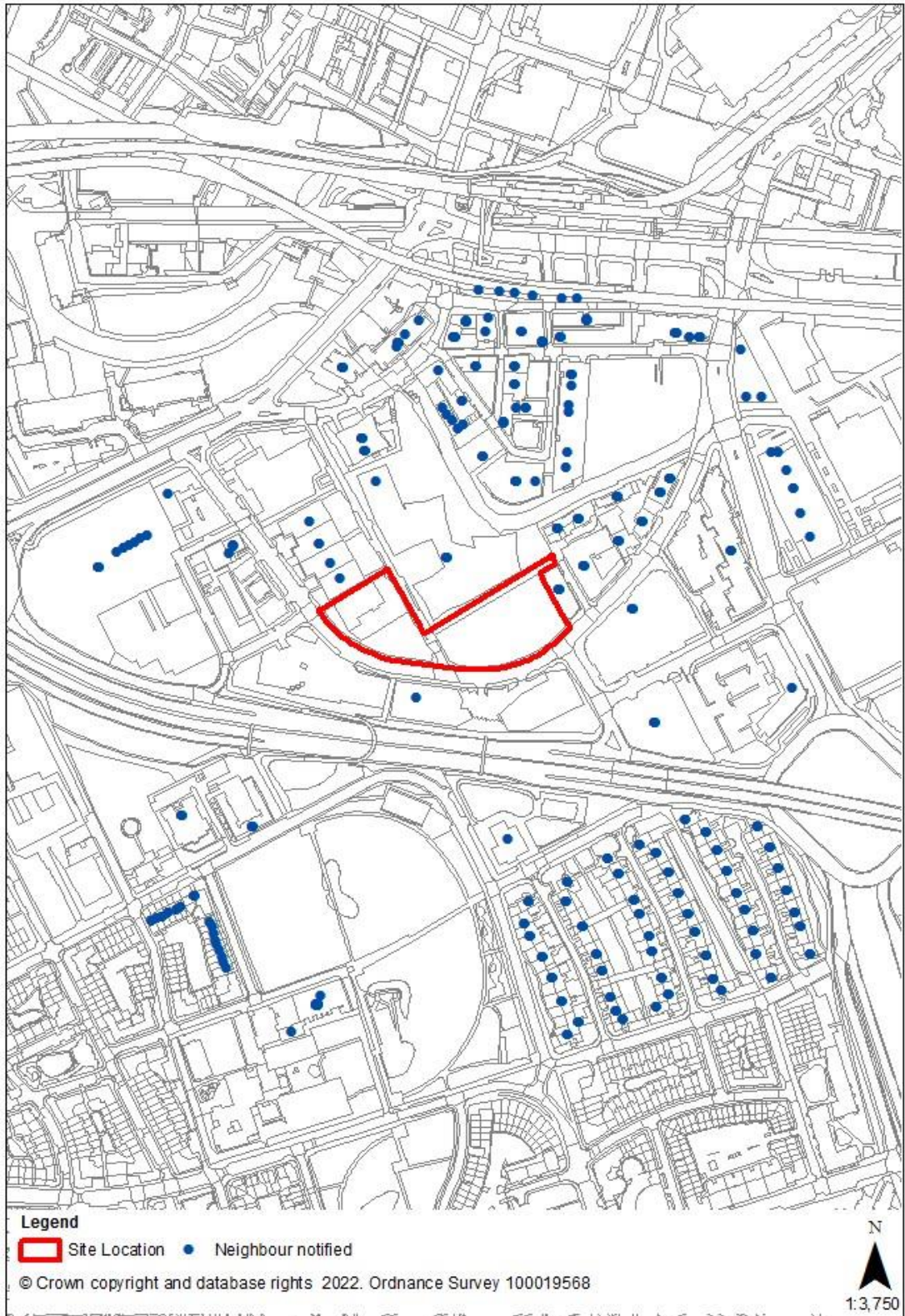
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Regeneration
Urban Design & Conservation
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Civil Aviation Authority
National Air Traffic Safety (NATS)
Natural England
GM Fire Rescue Service
Greater Manchester Ecology Unit
Sport England
Planning Casework Unit

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

Representations were received from the following third parties:

Highway Services
 Environmental Health
 MCC Flood Risk Management
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 United Utilities Water PLC
 Health & Safety Executive (Fire Safety)
 Manchester Airport Safeguarding Officer
 National Air Traffic Safety (NATS)
 Natural England
 GM Fire Rescue Service
 Greater Manchester Ecology Unit
 Sport England

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : lucy.harrison@manchester.gov.uk



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| | | | |
|---------------------------|----------------------|-----------------------|-----------------|
| Application Number | Date of Appln | Committee Date | Ward |
| 132214/FO/2021 | 1 Dec 2021 | 17 Mar 2022 | Piccadilly Ward |

Proposal Erection of a 15 storey building to form 107 apartments (Use Class C3) at floors 1 to 15, residential amenity facilities including a roof terrace (level 14), associated ground floor cycle storage (68 spaces), two ground floor commercial units (Use Class E/ Sui Generis (Drinking Establishment), multipurpose events Pavilion (Use Class E/ Sui Generis (Drinking Establishment), associated landscaping to site perimeter and rooftop PV panels.

Location Land South Of Chapeltown Street, Manchester, M1 2WH

Applicant Capital and Centric (Nineteen) Limited, C/o Agent

Agent Niki Sills, Zerum Consult, 4 Jordan Street, Macheater, M15 4PY

EXECUTIVE SUMMARY

The proposal is for 107 homes, two ground floor commercial units and a multipurpose events unit (the Pavilion) in a 15 storey building with hard and soft landscaping. 2 letters of objection have been received.

Key Issues:

Principle of the proposal and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield, previously developed site. It is part of the HS2 SRF Area and is adjacent to the Portugal Street East (PSE) SRF Area. The proposal would provide one, two and three bedroom homes which meet the Council's space standards. The development would be car free. The commercial units would provide active street frontages and the public realm would include tree planting.

Economic: The development would deliver 130 FTE jobs in the construction industry over the 92 week construction period. Approximately 8-10 part time jobs would be generated through the operation of the building and proposed retail/ leisure uses following completion. The project would engage with local education facilities, providing work experience opportunities and create apprenticeships.

Further economic benefits would be generated through chain linkages and employee expenditure in the area. The proposal includes investment of over £320,000 in accessible public realm. In excess of £1.9 million in Council Tax and Business Rates is expected to be generated over a 10 year period.

Social: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. New commercial units would bring active frontages and natural surveillance. The development would be fully accessible and 2 parking

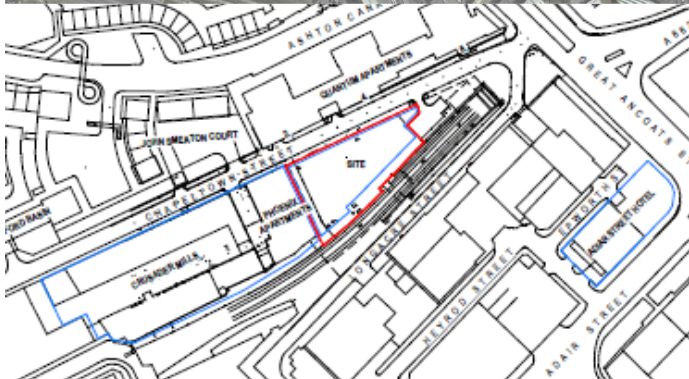
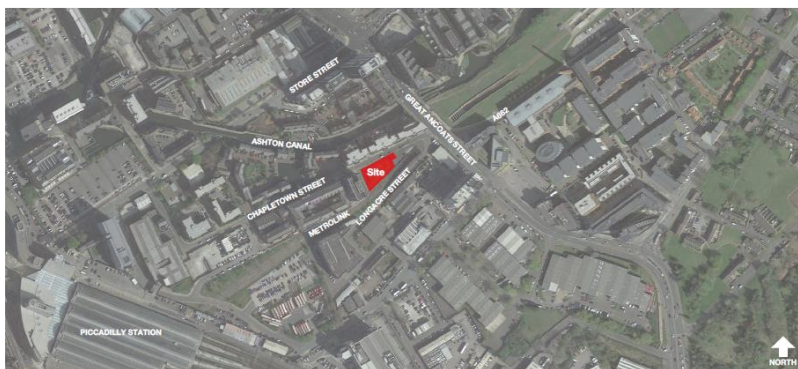
spaces for disabled people would be provided on Chapeltown Street. Crime and anti social behaviour would be minimised with an effective lighting scheme.

Environmental: This would be a low carbon development in a highly sustainable location. The development would be all electric and meet a significant amount of its energy through renewable technologies. 100% on site cycle provision would be available with a car club space on Chapeltown Street. There would be are no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises any impact on Metrolink. The ground conditions are not complex or unusual. The height, scale and appearance would contribute positively to the adjacent Portugal Street East (PSE) SRF Area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment. The development would form a new and significant building which would have some impact on the setting of nearby listed buildings and structures. This would create a low level of less than substantial harm to their setting which is outweighed by the strong and compelling regeneration benefits of this scheme.

Impact on local residents and local businesses: The impact on daylight/sunlight and overlooking are considered to be acceptable in the context of the site. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards. A full report is attached below for Members consideration

DESCRIPTION OF SITE





This rectangular site is 0.17 ha, bounded by Chapeltown Street, Metrolink, Fair St /Phoenix Apartments and an area of hardstanding adjacent to Great Ancoats Street. The site is vacant and much has been grassed over following recent use as a site compound and a small area of hard standing remains to the east.

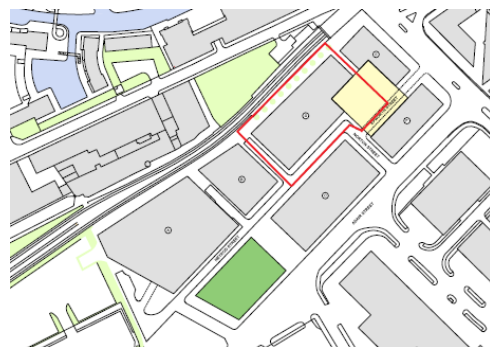
The environment has until recently been dominated by light industrial uses which have seen little investment for a number of years with the exception of Aeroworks on Adair Street and the conversion of the Grade II Listed Crusader Works to homes (113363/FO/2016 and 113364/LO/2016). The adjacent Phoenix Apartments which were completed in 2019 also form part of that development. It was this latter development for which the site was used as a site compound.

The site is in the HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018). It is close to the Portugal Street East SRF (PSE SRF) where recent approvals are being implemented comprising:

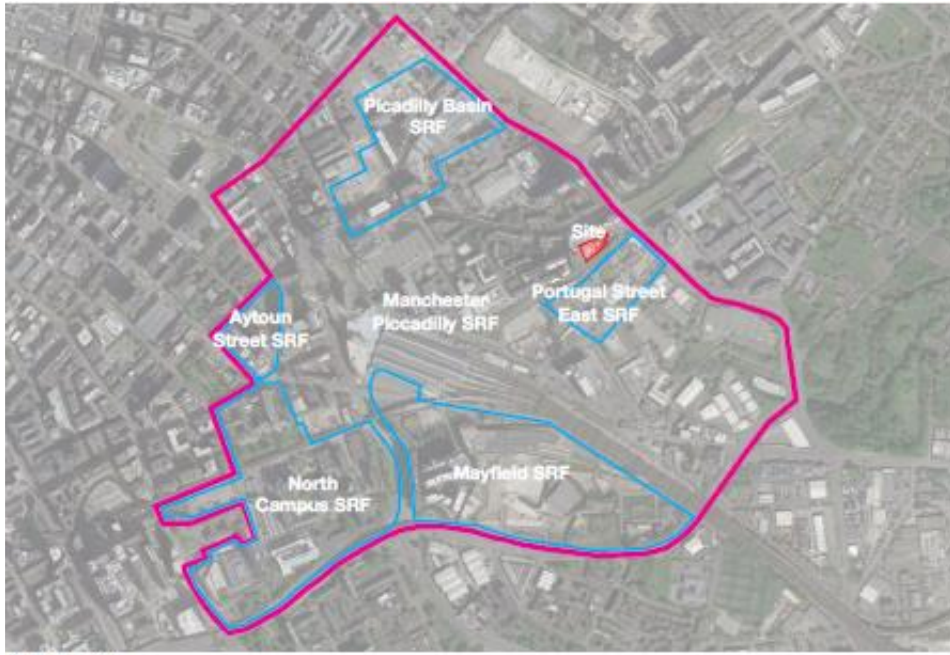
Application 122000 -Victoria House part 25 part 3 storey residential with ground floor commercial; Application ref no 127317-The Castings – Part 25,21,14 and 7 storey residential with ground floor commercial; and 121099 -The Fairfax -2 residential blocks (29 and 23 storeys); and



Emerging PSE SRF developments



PSE SRF location and plots



The Leonardo Hotel (122599) is due to be completed in 2022.

The site is not in a Conservation Area and none are close to the site. The Co-operative Warehouse on Pollard Street is Grade II Listed and Vulcan works also on Pollard Street is considered to be a non-designated heritage asset.

The nearest homes are to the north in Quantum Apartments and John Smeaton Court and the Phoenix Apartments and Crusader Works as detailed above.

Nearby building heights vary. Those immediately around the site are typically between are typically 3 to 7 storeys. Phoenix Apartments is 10 storeys. To the north is Oxygen at 12 to 32 storeys and Isis to the east is 19 storeys.

The site is close to Piccadilly Station, New Islington metro-link stop and the Inner Relief Route with access to all sustainable transport options. However pedestrian connections and permeability are compromised by traffic and the area feels disconnected from the adjacent areas and Ancoats and New Islington.

The site is in Flood Zones 1 and is at a very low risk of flooding with regards to surface water flooding and is in a Critical Drainage Area. The site lies within an Air Quality Management Area (AQMA).

A small area of the red line boundary is on land safeguarded for Phase 2b of HS2. It is expected that the safeguarded land would facilitate the construction of HS2 infrastructure such as utility works. There is also a TFGM Tramline Servicing Zone, located to the south of the site.

DESCRIPTION OF PROPOSALS

Consent is sought for a 15 storey building with 107 apartments (Use Class C3) with 34 x 1 bed (31.8%), 69 x 2 bed (64.5%) and 3 x 3 bed (3.7%) with 2 ground floor

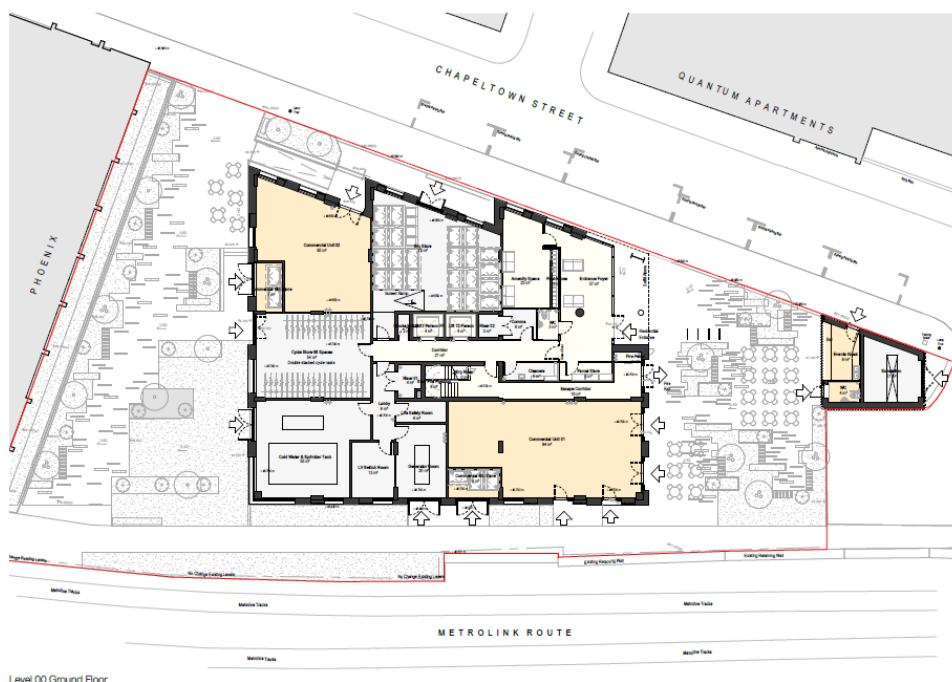
units (Use Class E (Commercial, Business and Service)/ Sui Generis (Drinking Establishment)). One unit is at the junction of Chapeltown Street and Fair Street and the other off a pocket park. There would be a roof terrace on the 14th floor.

A pocket park including a single storey multipurpose Pavilion (Use Class E/ Sui Generis (Drinking Establishment)) would be open to the public. The Pavilion would be a small, flexible space which activates the park for a range of temporary pop-up food and drink offerings. Space for tables and chairs would bring further activity. The pavilion would include an accessible WC and an electrical substation that would provide power for the scheme. Further landscaping is proposed on Fair Street where it is proposed to stop up the highways through a legal agreement.

The development would provide 192m² of Commercial floorspace and 8,642m² Residential. There would be 68 cycle parking spaces and additional space within each apartment. Plant and PV panels would be at roof level.

Ventilation would be provided by Mechanical Ventilation with Heat Recovery (MVHR) system. The system is a whole house ventilation system that would supply and extract air throughout the property. Purge ventilation will be provided through user operable windows.

The building would have a tripartite subdivision. The north facade would be split into thirds, with the building stepping back from Chapeltown Street. The main entrance would be through the pocket park. The façades would be light grey brick, dark grey anodised metal rainscreen triangular profile cladding, dark grey anodised metal flat rainscreen, light grey aluminium capped glazed and opaque curtain walling, light grey aluminium casement windows, anodised louvre inserts to curtain walling and flat metal balustrades. There would be a yellow feature column at ground floor for building signage. MVHR vents would be concealed in window soffits.



There would be deep openings to create horizontal and vertical framing. Features would be carved into the building or project from it. There would be a set back sawtooth profile screen at roof level and full height curtain wall glazing would activate the streetscape. The events pavilion would be clad in a triangular profiled metal cladding.

The homes would comply with or exceed the Residential Quality Guide standards and the roof terrace would provide communal space. Many homes would be capable of adaptation to meet changing needs of occupants over time, including those of older and disabled people.

A Framework Travel Plan has been provided

A refuse store in the service yard would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00', with general; co-mingled; organic and pulpable waste streams. Refuse collections would be by the City Council from a dedicated temporary waiting zone on Chapeltown Street. On collection day the management company will move the bins to this area. There would be a separate dedicated bin store for the commercial units and Pavilion. Delivery vehicles would also use this area to drop off. Residents would sort and take their own rubbish to the bin store.

The apartments are currently intended to be delivered as a BTR and the building and public realm would be managed and maintained by a property manager.

The public realm would comprise hard and soft landscaping with tree planting, a lawn and seating. Further external cycle spaces would also be provided within the landscape to for visitors.

The application is supported by Drawings; - Landscape Plans; Planning Statement including Statement of Community Involvement, Affordable Housing Statement (included in Section 8) and Blue and Green Infrastructure Statement (included in Section 8); Design and Access Statement (including Servicing Strategy, Ventilation and Extraction Details and Waste Management Strategy), Tall Buildings Statement; Daylight and Sunlight Report; Heritage Statement (LBC), Environmental Statement including Assessment of : Town and Visual Impact Assessment; Heritage; Wind; Socioeconomics; Health; and Climate Change; Crime Impact Statement; Travel Plan; Transport Statement; Ecology Report (including Bat Activity Survey Report); Environmental Standards Statement (including Circular Economy Statement); Broadband Connectivity Statement; Utilities Report; Flood Risk Assessment including Drainage and Suds Strategy; Fire Strategy/ Safety Assessment; Noise Statement; Air Quality Assessment; TV Reception Survey; Ground conditions Report; Construction Methodology Statement; Local Labour Agreement; and Viability Report.

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, a public interest development and one which would affect rights of way.

2 Letters of objection has been received as follows:

- The height is out of proportion with Chapeltown Street, which is no more than 10 storeys on one side and 4-8 storeys on the other. The taller buildings to the south of the site are the other side of the tram tracks and set back from the properties on Chapeltown Street and graduate to acknowledge the lower height in this part of the City Centre.
- This is over-development of a very small piece of land which will add further pressure to the limited amenities such as parking and impede traffic movement on Chapeltown Street.
- The commercial uses would be out of keeping with the residential character of Chapeltown Street. Drinking establishments will cause disturbance to residents, particularly on match days, which see many football fans use Chapeltown Street as a route through to the Etihad Stadium. If the units are small fans could spill out onto the road and block traffic.
- There may be noise from the terrace at level 14 if residents hold parties.
- The tactic of the developer selling off its properties with large picture windows and balconies before blighting them with a building that is 50% taller, rather than developing the site is wrong. If the company cared as much about the city as they make out, surely the sensible thing to do would be to leave this limited land as a public amenity or as a garden for their existing purchasers.

Head of Highways- no objections subject to conditions about off-site highways works, pavement materials, the provision of a disabled & Car Club Bay, provision and adoption of a Travel Plan and a Construction Management Plan

TFGM (Metrolink) – Have no objections subject to conditions relating to protecting the ongoing operation of the adjacent Metrolink line.

HS2 – Have no objection. They note that there is an area of land which might be required to create access for works to utilities within safeguarded land. This area is shown as predominately soft landscaping with minimal hardscaping in the associated plan. They note that that the applicant has taken reasonable steps to avoid abortive works and that this will reduce the amount of disruption and abortive works that need to be undertaken, which is welcomed by HS2 Ltd.

They have requested an informative to make the applicant aware of their potential liability to make good landscaped areas that might be disturbed by works to obtain access to utilities within safeguarded land.

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) – No objection subject to the recommendations of the Crime Impact Statement being implemented with further measures to secure internal storage of seating and other associated fixtures and fittings internally outside of the hours of operation.

Greater Manchester Ecology Group – No objections. The planting would mitigate any loss of biodiversity associated with the existing sown grassland.

Flood Risk Management Team – Recommend that Green Sustainable Urban Drainage Systems are maximised and conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards, verification of these objectives and secure 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 of the existing rates and achieving greenfield runoff rates, where feasible.

Environment Agency – No objection subject to their recommended conditions.

United Utilities – No objections subject to a condition about surface water run off.

GMAAS - A Heritage Assessment confirms there are no heritage assets in the site, and the desk based archaeological study concludes that the site supported an iron foundry and blocks of workers' housing in the mid-19th century. Any remains would be of archaeological interest and would merit further investigation in advance of development. The report notes that studying the remains of workers' housing is a legitimate avenue of research in the North West Archaeological Research Framework. Any heritage assets are unlikely to be of national importance worthy of preservation in situ and could be investigated through excavation and recording as part of a conditioned programme of archaeological works before being removed. A condition should require further investigation with any remains recorded.

Health and Safety Executive (Gateway 1) – No objections but have commented on fire spread between buildings, safety issues relating to apartment layout and the impacts in relation to extended escape times required if apartments are upgraded to accessible apartments that may have implications for planning which could usefully be considered now.

ISSUES

Local Development Framework

The principal document is The Core Strategy Development Plan Document 2012 - 2027 ("the Core Strategy") and sets out long term strategic planning policies. The proposals are considered to be consistent with the following Core Strategy

Policies SP1, CC1, CC3, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, H1, H2 and H8 EC1, DM1 and PA1 for the reasons set out below.

Saved UDP Policies

Some UDP policies have been saved and 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 Core Strategy contains Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles – The development would be highly accessible and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy – The construction jobs and new homes would support economic growth. Local labour agreements would deliver social value and reduce economic and social disparities to help create inclusive sustainable communities.

SO3 Housing - Economic growth requires housing in attractive places. This sustainable location would address demographic need and support economic growth. The City's population has continued to grow as its economy has expanded.

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

Para 105 states that the planning system “should actively manage patterns of growth in support of the objectives of promoting sustainable transport” (para 104). “Significant development should be focused on locations which can be made sustainable” as “this can help to reduce congestion and emissions and improve air quality and public health”.

Paragraph 119 states that “planning policies and decisions should promote 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”. This should be done in a way “that make as much use as possible of previously - developed or ‘brownfield’ land”

Paragraph 120(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 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) 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;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places

Paragraph 126 states that “the creation of high quality, beautiful and sustainable 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 planning policies and decisions should ensure that developments:

- a) 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;

- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 134 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) 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

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policies SP 1 (Spatial Principles), CC1 (Primary Economic Development Focus), and CC8 (Change and Renewal) – The development would be close to sustainable transport, maximise the use of the City's transport infrastructure and enhance the built environment, create a well-designed place and reduce the need to travel. It would deliver the objectives of the HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018).

The proposal would develop an underutilised brownfield site and create employment during construction and through building management, the commercial uses and public realm. This would support economic growth and complement nearby communities. Resident's use of local facilities and services would support the local economy. The proposal would 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 an attractive neighbourhood which would attract and retain a diverse labour market. The homes in a major employment centre in a well-connected location would support GM's growth objectives. .

NPPF Section 9- Promoting Sustainable Transport and Core Strategy Policies CC5 (Transport), T1 (Sustainable Transport) and T2 (Accessible Areas of Opportunity and Need) - The site is accessible to pedestrians and cyclists, with tram stops and rail Stations close by. A Travel Plan would promote sustainable transport and minimise employment, business and leisure journeys. 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 routes would be improved, and the environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Sections 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land) and 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 that 90% of new homes are on brownfield sites. It would have a positive impact on the area and provide accommodation which would meet different household needs. The apartments would appeal to a wide range of people from single people and young families to older singles and couples.

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 the proposed homes would support the growing economy and help to create a sustainable, inclusive, mixed and vibrant community.

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot provide 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), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policy DC19.1 (Listed Buildings) – The development would use the site efficiently, promote regeneration and change and create an attractive and healthy place to live and spend time. The development would improve functionality and contribute to the planned growth of the City Centre towards New Islington and Ancoats.

The development would not have a detrimental impact on the setting of the nearby listed Crusader Mill, former Co-operative Warehouse, or Vulcan Works. The listed structures associated with the Ashton Canal are in a mixed setting and the proposal would be viewed within that context.

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 current 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 evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The following parts of the NPPF should also be noted:

189. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generation

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

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

197. In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is

irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. 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. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;
- b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional⁶⁸.

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or 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.

202. 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.

206. 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.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the historical and functional significance of adjacent heritage assets would not be undermined, and their significance would be sustained.

The site does not contribute to townscape and has a negative impact on the setting of adjacent heritage assets. A good quality building that makes a positive contribution to the townscape could enhance their setting. The proposal would cause less than substantial harm to the setting of the adjacent listed buildings and these need to be weighed against any public benefits.

The redevelopment and the creation of active frontage and public realm would enhance the streetscene. The design of the building would respond to its context.

Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would increase natural surveillance.

Saved UDP Policy DC20 (Archaeology) - the desk based assessment identifies the principal historic interest are potential remains of a 19th century iron foundry and workers housing may exist below ground. Targeted archaeological excavation followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. They recommend a condition to reflect an appropriate level of mitigation.

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. 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. The reductions would be achieved through Energy Efficient Design, and the building fabric would exceed minimum requirements of Building Regulations. Low or Zero Carbon technology includes Photovoltaics (PV) on the roof to provide an element of on-site electricity generation.

Surface water drainage would be restricted to a Greenfield run-off rate if practical, and the post development run-off rate would be 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 on 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 surrounding areas which would be negatively affected. Biodiversity would be improved. The proposals would not adversely affect any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out environmental improvement outcomes in the context of growth and development objectives. The contribution of this proposal 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 that would minimise waste production during construction and in operation. Coordination through the onsite management team would ensure that waste streams are managed.

DC22 Footpath Protection - Ground floor activity and the introduction of new public realm and improved and better quality connectivity would improve pedestrian routes.

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.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be

proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include: the design and layout of development to increase separation distances from sources of air pollution; using green infrastructure, in particular trees, to absorb dust and other pollutants; means of ventilation; promoting infrastructure to promote modes of transport with low impact on air quality; controlling dust and emissions from construction, operation and demolition; and contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider: whether or not a significant adverse effect is occurring or likely to occur; whether or not an adverse effect is occurring or likely to occur; and whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation: engineering: reducing the noise generated at source and/or containing the noise generated; layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings; using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and; mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered: layout – the way in which buildings and spaces relate to each other; form – the shape of buildings scale – the size of buildings detailing – the important smaller elements of building and spaces materials – what a building is made from.

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

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to: encouraging sustainable travel; lessening traffic generation and its detrimental impacts; reducing carbon emissions and climate impacts; creating accessible, connected, inclusive communities; improving health outcomes and quality of life; improving road safety; and reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits 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 private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as: - Sustaining or enhancing the significance of a heritage asset and the contribution of its setting; - Reducing or removing risks to a heritage asset; - Securing the optimum viable use of a heritage asset in support of its long-term conservation.

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

How proposal relates to 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 these applications:

- 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 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.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) –

The application site lies within a sub area of the SRF designated as Piccadilly Central which is envisaged as an area characterised by dense mixed use development focused around a series of high quality public spaces. It is indicated as a site for a residential development within the Framework. In terms of connectivity it envisages both Chapeltown Street and Longacre Street as main pedestrian routes linking the Station with East Manchester.

The 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; and provide destinations for social and cultural activity. It is envisaged that the areas around the station would be diverse neighbourhoods of choice where people are attracted to live, work and socialise.

The SRF identifies increasing density as crucial to sustainable growth and long term economic competitiveness. The proposal would support and complement the next phase of growth in Manchester, deliver strategic regeneration objectives and improve connectivity between the City Centre and nearby communities.

In terms of uses the proposed development would be consistent with the above objectives.

Portugal Street East Strategic Regeneration Framework (SRF) 2018 – The site borders the Portugal Street East SRF (also a sub area of the HS2 SRF) which is

adjacent to the proposed HS2 station entrance. The SRF aims to secure comprehensive delivery including areas of high quality public realm and other infrastructure between development plots.

The key drivers for building a vibrant and connected neighbourhood that contributes towards Manchester's economic growth objectives in a sustainable way are:

- The quality of the buildings within the framework area will be of the highest possible standard with designs that are immediately deliverable.
- Development will be of a high density, commensurate with the area's highly accessible location and the city's need to optimise strategic opportunity sites which can deliver much needed new homes and employment space.
- As part of the vibrant place making strategy required to support the proposed density of development, a range and quality of uses, high quality public and private amenity spaces and excellent pedestrian connections are essential components of the successful delivery of the SRF.
- Active frontages and public access to the ground floor of buildings should be provided where possible and appropriate, particularly along major corridors of movement through the framework area.
- More detailed plans should take into account the presence and character of the listed buildings and their significance in helping to define a unique sense of place in the future.

There is an emphasis on a mix of uses and density commensurate with the strategic opportunity. This includes residential and business uses as well as hotel provision and supporting retail and leisure. Appropriate locations for height and landmark buildings, and new public space are identified.

The proposal would create a high quality building and public realm to ensure Manchester can unlock further potential for economic growth in the future and would complement the vision and objectives set out within the SRF.

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 proposed development would be complementary to the realisation of the opportunities set out above. It would complement the process of establishing a sense of place which the emerging developments within the Portugal Street East Neighbourhood as well as Crusader Works and the completed Phoenix Apartments have begun to establish. It would along with other pipeline developments within the SRF area start the process of delivering the network of public spaces which the Plan envisaged to provide strong 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 proposed development would contribute to achieving the above targets and growth priorities.

‘Powering Recovery: Manchester’s Recovery and Investment Plan’ – This sets out what Manchester is doing to respond to the COVID-19 pandemic and reinvigorate its economy, with plans to protect and create jobs, and support new business opportunities in the city’s economy. It sets out how Manchester can play a leading role in the levelling-up agenda, with ambitious plans to build on recent investment in economic assets and infrastructure and accelerate the growth in high-productivity sectors including the Digital, Creative, Technology and Health Innovation Sectors alongside the well established financial and professional services sectors. This includes support for major job-generating investment with high-growth sectors, new-starts and scale-up.

People and businesses want to be in Manchester; they choose to live and work here. The stability of the city centre is essential to attract further growth and the provision of further high quality, high density residential accommodation, in a location adjacent

to areas targeted for employment growth would, support the growth of the target sectors detailed above.

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.

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.

The Schemes Contribution to Regeneration

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 as a result of private and public sector investment. Major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange on Aytoun Street. This is continuing at Portugal Street East and as successful regeneration continues to expand the City Centre Core and forges stronger connections to areas beyond. The development would contribute to the area's transformation and build on initiatives which have improved Piccadilly.

There is a crucial link between economic growth, regeneration and the provision of homes and, as growth continues, more homes are required to fuel and complement it. The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives and a high density development is appropriate in this highly accessible and sustainable location

Economic growth requires the attraction and retention of talented individuals and housing is required to support this and provide housing for Manchester residents. The region must be attractive as a location to live, study, work, invest and do business. The scheme would deliver high quality housing with public realm and would be attractive to a range of occupiers.

This area is suitable for new homes and high density development is appropriate in this highly accessible and sustainable location. The development would be consistent with Manchester's Residential Growth Strategy. Over 3000 homes are required each year and the proposal would contribute to this need.

The site is close to Piccadilly Station and New Islington tram stop and this location is a key link to regeneration beyond the Ring Road. The development and public realm would complement the transformation of the area. The increase in ground level activity and improved connectivity would integrate the proposal into the urban grain and enhance legibility. This would create vibrancy and improve the impression of the area for visitors.

The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 119, 120(d) and 124 of the NPPF. It is 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 major transport hubs and would promote sustainable economic growth.

The proposal would be consistent with a number of the GM Strategy's growth priorities, delivering homes to meet a growing economy and population, in a well-connected location, adjacent to major employment and areas earmarked for future employment growth. It would promote sustained economic growth in the City. The delivery of one, two and three bedroom homes would contribute to housing supply.

The site currently makes no contribution to the local economy. The development would create 130 FTE jobs over the 92 week construction period. Approximately 8-10 part time jobs would be generated through the operation of the building and proposed retail/ leisure uses following completion. The project would engage with local education facilities, providing work experience opportunities and create apprenticeships.

The accessible public realm would cost £320,000. In excess of £1.9 million in Council Tax and Business Rates is expected to be generated over a 10 year period.

Viability and 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.

An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 107 new PRS homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm 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 as representing what is a viable in order to ensure that the scheme is not only delivered but is done so to the highest standard.

The benchmark land value of £730,000 and build costs of £18,460,000 are within the range expected based on market evidence. The GDV is £27,344,267 and profit level is at 12%. On this basis and given the costs associated which includes 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.

There would be provisions in a s106 agreement to allow the viability to be re-tested to assess whether an affordable housing contribution could be secured should market conditions change during construction.

Residential development - density/type/accommodation standards

All homes would meet, and some would exceed, Space Standards. Full height windows would maximise natural daylight and homes would be naturally ventilated. Some homes would be dual aspect. The flexibility of the open-plan living/kitchen/diner arrangement responds to contemporary lifestyles. There would be external communal amenity space in the 14th floor roof terrace and on Fair Street as well as a pocket park.

The mix and size of the apartments would appeal to single people and those wanting to share. The 2 and 3 bed apartments would be suitable for 3 to 5 people and could be attractive to families and those downsizing.

A condition would require a management strategy and lettings policy for the homes and a management strategy for the public realm including the hours of operation of the external roof terrace. This would ensure that the development is well managed and maintained and support long-term occupation.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 15 storey building is appropriate in this location. Recently approved developments at Portugal Street East are high density and range in height from 14 to 29 storeys. This scale is larger than the tighter and lower rise urban grain around Piccadilly Village area and Crusader Mills and the context around Chapeltown Street ranges from 4 to 10 storeys. A 15 storey building would be tall in its local context. A key issue for consideration is whether the height proposed is appropriate and this needs to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, the design parameters set out within relevant SRF's and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Principle of proposed height and design



Proposed development in context of approved adjacent developments

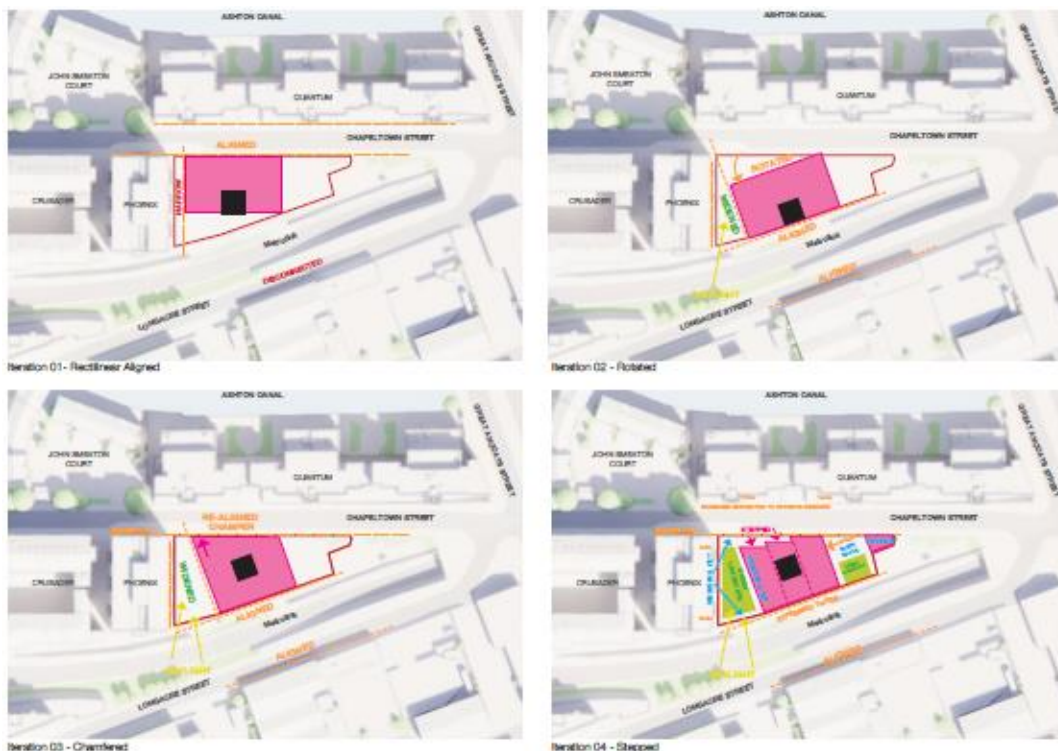
The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes. These parameters have informed the series of SRF's including the HS2 SRF which forms part of the context to the consideration of this application.

The overarching objectives of the HS2 masterplan are to improve the attractiveness of investment in neighbouring areas; improving physical connections and permeability; and providing destinations for social and cultural activity. There is support within the HS2 SRF for flexibility in scale where there is a strong emphasis on place-making and design quality. The 8-12 storeys shown on this plot is indicative only and the proposals would be consistent with the above aims and wider aspirations and principles set out within the HS2 SRF.

Different scale and massing options have also been assessed comparatively with a view to bringing forward a massing which would maximise sunlight and daylight penetration whilst seeking to maximising separation distances (as illustrated below). The massing and positioning of the building would minimise impact on residents in Quantum and Phoenix by maximising separation distances and has resulted in separation distances to Quantum Windows a minimum of approximately 14m and

maximum approximately 18.5m and to Phoenix Windows minimum approximately 9.9m and maximum approximately 18m. The sunlight and daylight impacts compare favourably with that of the indicative massing within the HS2 SRF.

The proposal would improve the area and use the site efficiently and the footprint would create a sense of openness which would enhance its interface with the public realm. These and the above benefits would not be delivered by a lower scheme with a larger footprint which would be required to deliver the same viable quantum of accommodation. The pocket park, pavilion and activity would support linkages to established communities. The ground floor uses should strengthen the street frontages and provide natural surveillance.

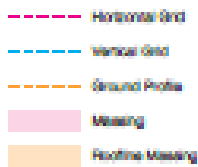


The Core Strategy requires tall buildings to create a unique, attractive and distinctive City. They should enhance the character and distinctiveness of an area without adversely affecting valued townscapes or landscapes or intruding into important views. The site undermines the quality and character of the townscape at a main entry point into the City. A lack of street level activity gives a poor impression.

The site provides an opportunity to introduce a high quality building which complements recent approvals in the PSE SRF Area. The elevational form of a solid mass carved by ordered, deep stacked openings respond to the historical context, in particular the monolithic mass of Crusader works and its consistent stacked windows.

The stepping down and projections at roof level and a small number of projecting balconies would create a contrast to that ordered form to give the building a more

dynamic expression.



Adjacent buildings window datums have been used to respond to the existing streetscape. The facade has a lower base, central body and upper head approach. The base has double height glazed openings, the central body has single height openings and the massing at the top is stepped with double height openings.

The lower base has double height brick piers and recessed glazed infills to relate to the expressed concrete bands at Phoenix. The central facade has square openings with a consistent rhythm. Vertical brick piers and horizontal brick bands would frame the square openings. To the roof, a set back sawtooth profile screen references the industrial language of the north facing rooflights of historic warehouse buildings.



The materials would reflect the local character, reference the site's industrial heritage and contribute to the new language of the emerging modern city centre. The dominant facade material would be brick with detailed texture and deep reveals to provide interest. The light grey brick would contrast to the traditional red brick of Crusader Mill, and the dark blue engineering brick of the Phoenix building.

Anodized dark grey triangular profiled metal rainscreen panels would contrast to the light textured brick. The triangle profile would create depth and profiling and reference the sites heritage as an iron foundry. Windows and curtain walling frames, cills and soffits would match the anodized dark grey cladding.

The pavilion would be an art driven piece of architecture that adds interest to the new pocket park. It would be clad in a triangular profiled metal cladding, that will appear different when viewed from opposite viewing angles, either brightly coloured, or a mirror finish and contrast with the brick at Ferrous. The roof would be clad in the same triangle profile to maintain a seamless appearance when viewed from above.



The materials would deliver a high quality design subject to detailing and quality control mechanisms which can be controlled by a condition. The contemporary approach is appropriate and would deliver the quality required by the SRF and local and national planning policy.

Design Issues, relationship to context and the effect on the Historic Environment.

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

A Heritage Assessment Townscape and Visual Impact Assessment used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017). A visual assessment has analysed the impact in townscape terms. 16 views were selected with verified views before and after

Any impact caused by the proposal would be indirect, relating to change within the settings of heritage assets and the potential for that change to affect their significance or the opportunity to appreciate that significance. The site makes a neutral contribution to the significance of the following heritage assets: Grade II Listed Crusader Works and former Cooperative Warehouse, the non designated Vulcan Works and cluster of canal related structures, including the locks and lock keeper's cottage, and the Store Street Aqueduct (Grade II* Listed) which have a close association and group value with the Ashton Canal.

3 of the 10 views were considered sensitive in terms of impact on heritage assets and a qualitative assessment of the effects of the proposal within these views has been undertaken. The setting of Crusader Works changed considerably during the mid to late C20th, and now makes little, if any, contribution to its significance. The overall effect would range from negligible to modest. Mitigation measures were integral to the design such as, the simple and ordered structure of the elevations and the brick cladding and repairing the weak and fragmented townscape between Piccadilly Station and Great Ancoats Street.

Impact on views of Heritage Assets

VP01: The view north-eastwards along Chapeltown Street



View 1. The view north-eastwards along Chapeltown Street

In this view the proposal would continue the frontage along Chapeltown Street, extending the sense of enclosure formed by Crusader Works and the Phoenix in an oblique angled view. It would step up slightly above Phoenix but would be largely obscured by it. The monumental elevation of the grade II listed Crusader Works would remain the dominant feature of the view. The ability to appreciate the repetitive bays and detailing would not be affected by the proposal, which would sit in the backdrop to the heritage asset.

The proposed development would repair part of the gap in the frontage to the north-western end of Chapeltown Street, however the longer view northwards towards the Cooperative Warehouse and Vulcan Works would still be appreciated.

VP06: The view south-westwards from the tow path bridge across the Islington Branch Canal



View 2 :The view south-westwards from the tow path bridge across the Islington Branch Canal

The foreground of the view looks across the Ashton Canal, including part of the parapet of the grade II listed tow path bridge across the canal arm into the New Islington Marina. The northern part of the central island of Lock No. 1 is just visible towards the right-hand side of the view.

The upper part of the proposal would be visible above the apartment blocks that enclose the northern side of Chapeltown Street. It would be experienced as part of the evolving, contemporary cityscape including the New Islington apartments and IBIS Hotel on the right and left-hand sides of the view. The proposals would form a relatively minor part of the backdrop to the heritage assets and would not impact on the ability to appreciate their significance, including the group value of the canal related structures.

Heritage B: The view north-eastwards from Sheffield Street



View 3 The view north-eastwards from Sheffield Street

In this view towards the site from Sheffield Street the fragmented urban form to the north of Piccadilly Station is apparent. The rear of Crusader Works is a significant linear form with the Oxygen tower rising prominently above it.

The upper part of the proposal would be visible above the Phoenix building but would not be particularly prominent and cause minimal change in the setting of the grade II listed mill complex. However, the current view would change dramatically following the implementation of the approved schemes within the PSE SRF Area.

The proposal would be to the north of Crusader Works but separated from the listed building by the Phoenix building. The grade II listed building is best experienced from Chapeltown Street, from where the scale and repetitive character of the mill can be appreciated, and also from the southern end of Longacre Street and Sheffield Street, from where the overall mill complex and chimney can be appreciated. From those locations the Phoenix development stands up slightly behind the Crusader Works but has a sense of solidity and architectural rhythm that is compatible with the Crusader Works complex. The proposal would step-up behind Phoenix. The differential in height would be similar to that between Crusader Works and the Phoenix apartments. The structural grid of Ferrous would continue the rhythm and proportions of the Chapeltown Street frontage of Crusader Works and Phoenix.

Potential Change in Setting

In views from the north, the Crusader Works is largely obscured by the Phoenix, in an otherwise fragmented townscape that gives an artificial sense of openness.

The proposal would change the setting of the grade II listed Crusader Works modestly with a less pronounced change relative to the sequence of tall building schemes approved within the PSE SRF Area. The proposed change in the setting of Crusader Works would be neutral on the significance of the listed building.

The Store Street Aqueduct (Grade II* Listed) is well separated from the site by intervening development. The upper part of the proposal would be visible above the intervening roofscape, alongside the Phoenix. This would be a negligible change within the setting of the heritage asset.

The listed buildings and structures associated with the Ashton Canal, to the north of Great Ancoats Street, form a well contained cluster with a strong historic and functional association. Their setting has changed markedly overtime, with the clearance of former canal-side industrial sites and residential developments at New Islington. In this context the proposal would be partially visible from the upper locks (Nos. 2 and 3). However, it would repair a current gap in the frontage of Great Ancoats Street and would cause a minor change in setting relative to the residential developments on the western side of the canal and the approved tall buildings at PSE SRF Area.

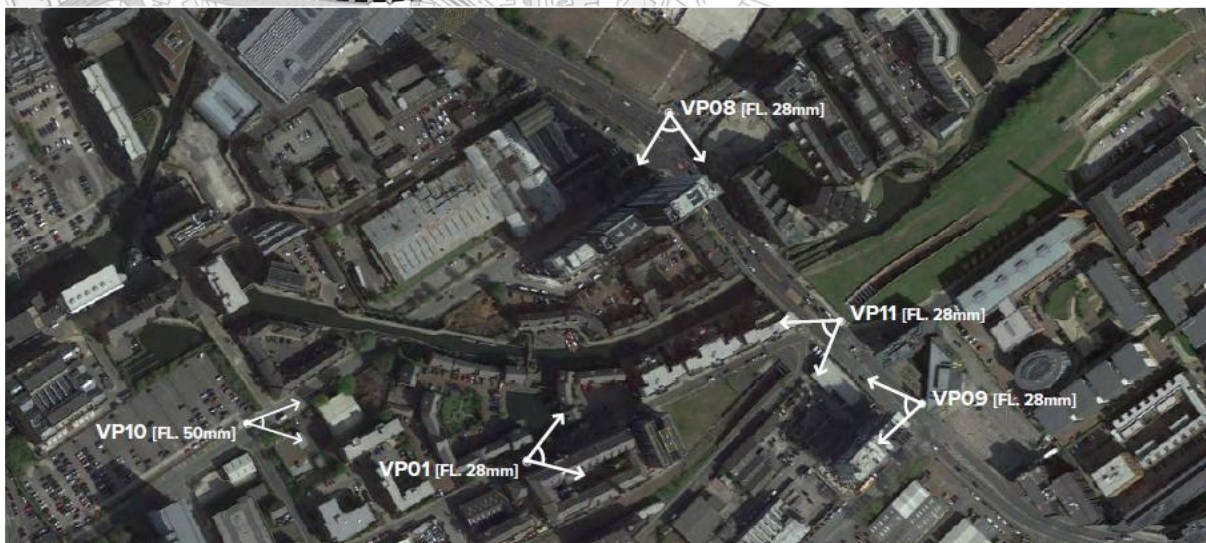
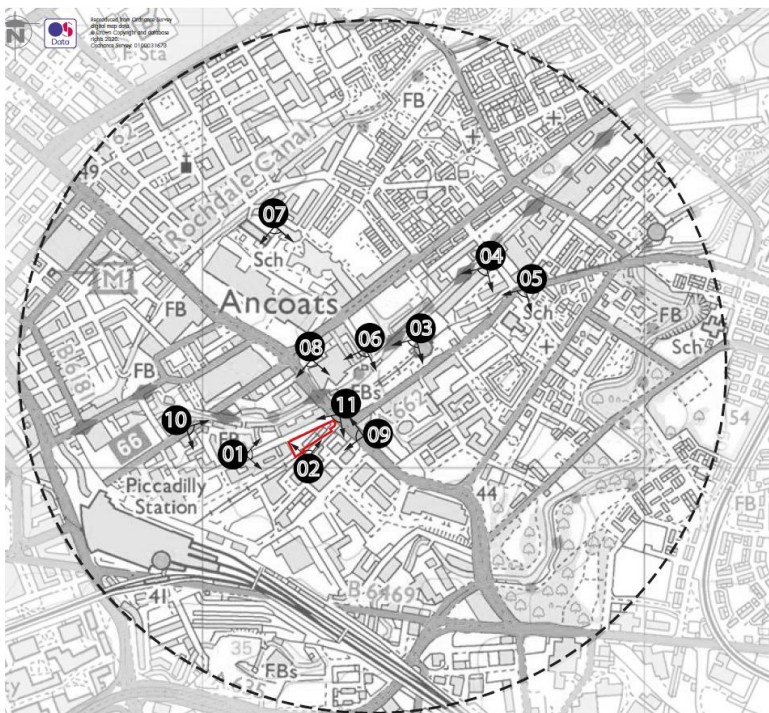
The proposal would be visible in the long south-west view along Pollard Street and would change the setting of the Cooperative Warehouse (Grade II Listed) and Vulcan Works (non-designated heritage asset). The current setting gives an artificial sense of openness due to clearances and Metrolink on the north-western side of Pollard Street. Recent developments at New Islington, Oxygen and the adjoining Ibis Hotel have changed the setting of the heritage assets while not interfering with the ability to appreciate their significance or the contribution of group value to that significance. In this context the proposal represents a modest change in the setting of the heritage assets, but would not harm their significance.

The quality of the elevations and the brick cladding would ensure the development does not conflict with or detract from the Crusader Works, the former Cooperative Warehouse or Vulcan Works. The listed structures associated with the Ashton Canal exist in a mixed setting and the proposal would be viewed in that context. The historic and functional significance of these assets would not be undermined.

The extent of change within the settings of the heritage assets would range from negligible to modest. However, given the contribution of setting to their significance the impact of that change would not be harmful. The proposal would therefore preserve the significance of the heritage assets.

The townscape is a 'mix' of the old and the new, located side by side, with the proposal located on a formally developed site which is cleared and redundant. The urban grain is fragmented and lacks cohesion.

A visual assessment has analysed the impact in townscape terms and from a baseline of 11 representative views 8 were considered in more detail using with verified and wireline views (Views 1,3,4,6,7,8,9 and 11). These considered views from: Great Ancoats Street, Chapeltown Street; Cotton Field Wharf; the Ashton and Rochdale Canals and adjacent green space. It assessed the impact for the potentially sensitive receptors and the potential effects on their visual amenity. Visual effects were related to changes that would arise in the composition of available views as a result of changes to the landscape, to people's responses to the changes and to the overall effects with respect to visual amenity.



Viewpoint locations and scope



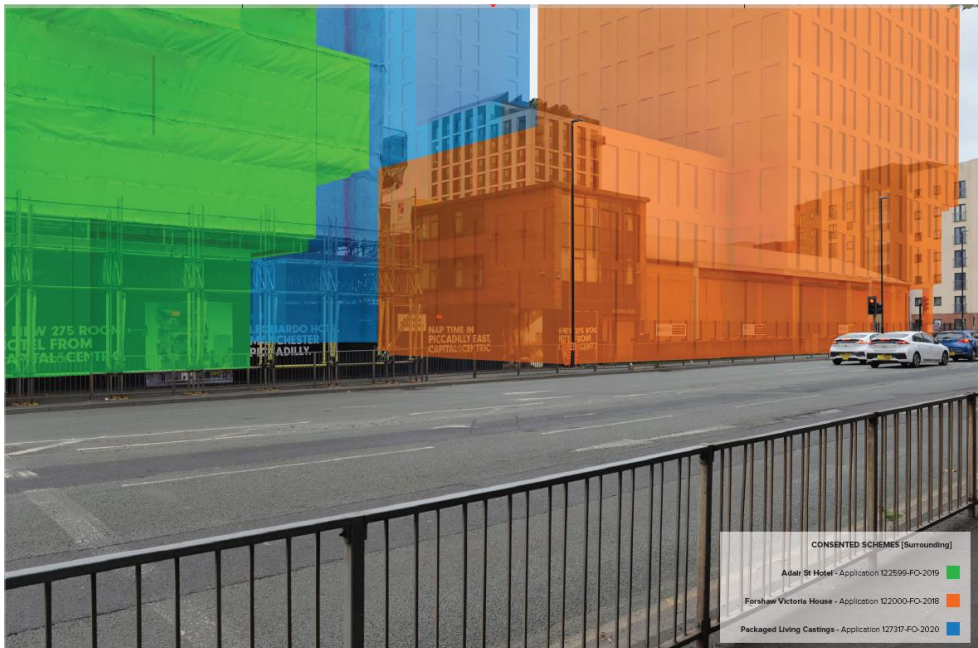
Users of Great Ancoats Street to the North (images above)

The users of Great Ancoats Street to the North have a low sensitivity to the proposals (Viewpoint VP08). The wireframes show that the proposals would appear as a new building but nestled behind the dominant Oxygen towers and aligned with the building heights in close proximity. The new Phoenix building is already visible, and the introduction of the proposals will not alter the experience for the viewer in this location. These receptors would experience a negligible level of effect on their visual amenity as a result of the proposed development.



Users of Great Ancoats Street Opposite the Site (images above)

The users of Great Ancoats Street opposite the site have a low sensitivity to the proposals (Viewpoints 11). The wireframe shows the introduction of a new building. It is not dominant and not dissimilar to the Phoenix building. The proposal is taller but due to the nature of the site, are slim. The view would be similar albeit with a taller building slightly closer. The development at 1 Adair Street and other demolition and construction means the proposal would have little impact on visual amenity. No views are restricted or compromised. There would be a negligible effect on visual amenity.



Users of Great Ancoats Street to the South (images above)

The wireline shows that the proposals would appear as an additional building in the cluster of taller buildings. 1 Adair Street and Oxygen are visible and the proposal would appear at the same height and scale as the residential units on the north of Chapeltown Street. This is a busy road frontage where buildings come up to the pavement edge. This section of Great Ancoats Street is more open, but the proposal does not affect or change that experience. The effect would negligible. development.



Users of Chapeltown Street to the West (images above)

The proposal would appear as a small addition on the eastern end of Chapeltown Street. The Phoenix building is a modern, taller building element. The level of change would be limited.

The view for residents to the north of the would change from an informal grassed area to built form. Their wider view contains taller elements and the trajectory of the street follows this townscape. There would be a direct change in the experience of this view, but it would not be overall detriment to visual amenity. Other approved developments will be brought forward to the south and the visual character of this area has already changed and the views to the south closed down. There would be a medium level of effect on visual amenity.



Representative Viewpoint 04



Users of the Cheshire Ring Canal Walk and the Ashton and Rochdale Canal (images above)

Canal users already experience taller buildings when looking east and the proposal would be an additional element behind existing buildings. These buildings define the character of the canal side. The proposal would not compromise the experience. This route follows canal towpaths through urban areas and tracks the changes which have occurred. The Lock Keepers Cottage is in the heart of redevelopment and the wireframes show that the experience of this part of the canal, where the receptors are in closer proximity to more visible assets and information about the past, would not be changed. There would be a low to negligible level of effect on visual amenity. .



Representative Viewpoint 03

Users of the Green Space adjacent to the Canal and the Metro Link (image above)

There is a mix of size, scale and type of built form where changes over time from the late 1800s is visible. The proposal does not appear taller than the surrounding buildings and would not restrict any views. There are some incidental views of other buildings in Manchester, and this would remain. The proposals would not compromise visual amenity and would be a new building in the view. There would be a low to negligible effect.



Representative Viewpoint 07

View from Cotton Field Wharf Marina (image above)

The proposal is behind Oxygen and here is no change. However, as people move along the wharf side, the proposal would filter into and out of the view. The area is subject to wholesale redevelopment. Larger buildings which have been erected in the wharf with Keepers Quay at nine storeys. The focus is on the immediate surroundings including the wharf and canal side and Cotton Field Park. It is considered that it is an inward-looking environment and functions within its own setting, although the visitors and residents understand their location on the edge of the city. There would be a negligible level of change.

Potential Cumulative impact

There are a large number of proposals in this area including Ancoats, Cotton Field Wharf, Islington Wharf and Piccadilly. This has an impact on the townscape and is a part of the process to rejuvenate and reinvent this part of Manchester. The residents of and visitors to the area are experiencing ongoing construction works. The consented schemes at Victoria House, the Castings and the Fairfax along with the recently completed Oxygen Tower scheme, will dominate the skyline and the townscape of this area once complete. These have more impact in terms of scale, height and form than this proposal. The Ferrous scheme is less significant due to its height but also the location on the eastern end of the Phoenix Apartments and the conversion of Crusader Works. It is a continuation and completes the development of this parcel of land.

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 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 195, 197, 199, 200 and 202.

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.

The NPPF (paragraph 199) notes 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 whether any harm would be substantial, total loss or less than substantial. 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.

Any harm to the significance of Crusader Works, the former Cooperative Warehouse, Vulcan Works or the cluster of canal related structures, including the locks and lock keeper's cottage, and the Store Street Aqueduct (Grade II* Listed) which have a close association and group value with the Ashton Canal would be less than substantial. The proposal would (in respect of these assets) meet the objectives of Paragraphs 197, 199 and 202 of the NPPF and the requirements of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990.

Paragraph 202 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. 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). The harm is considered necessary to secure the site's wider potential in urban design terms.

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 a use which would complement and support the regeneration of the HS2 and adjacent PSE SRF Areas;

- Creating a safe and accessible environment with public space and facilities for residents, workers and visitors 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;
- Responding to the local character and historical development of the City Centre, delivering a contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Deliver a sustainable development with good access to shops, services and transport, close to Metrolink and Piccadilly Station and bus links;
- Supporting the creation of strong, vibrant and healthy communities by providing a high-quality homes with amenity space; and 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 paragraphs 197, 199 and 202 of the NPPF and address sections 66 of the Planning Act in relation to preservation and enhancement

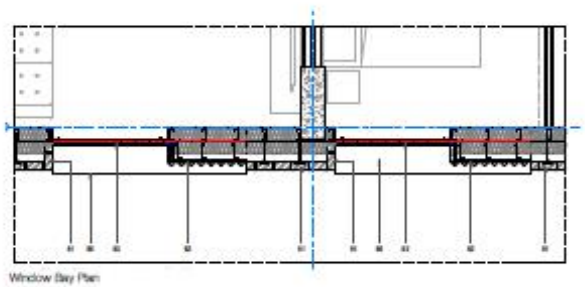
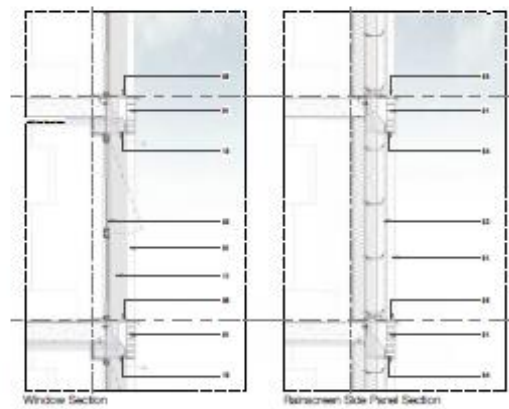
Architectural Quality

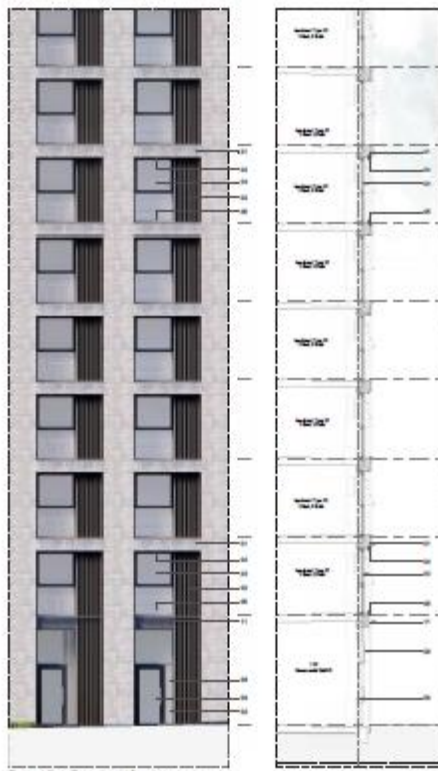
The key factors to evaluate is the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered design response. The quality of the detail, including window recesses and interfaces 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. The recently approved developments within the PSE SRF Area are predominantly brick and it is considered that the proposal would be complementary in style and fit in visually with its immediate context.

The facade design principles would be articulated through the following key design features:

- Consistent width vertical brick piers, and horizontal brick band heights. Square brick openings to east, west and south, rectilinear openings to the narrower north elevations.
- One and half brick return to windows giving depth, quality and solidity to the facade and allow for shadowing to create natural contrast across elevations.
- Recessed triangle profile metal cladding in dark grey to contrast with the light grey brick grid, accentuating depth and providing texture and shadowing.
- Floor to ceiling windows with openable top vents would allow residents optimal daylighting and control of ventilation.
- Concealed MVHR vents within the metal rainscreen would provide consistent background ventilation.

- Pressed metal soffits and cills would colour match the windows frames.





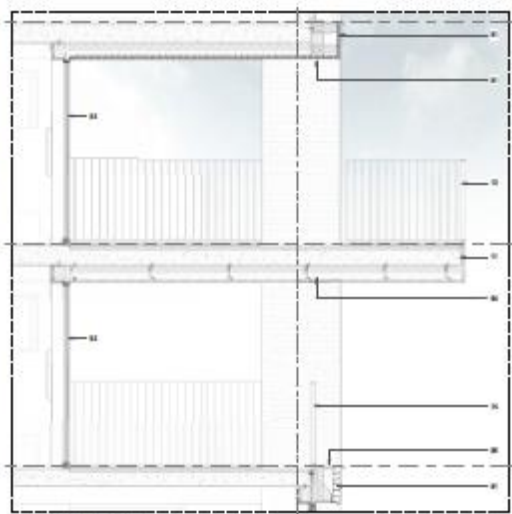
Typical Bay Elevation & Section



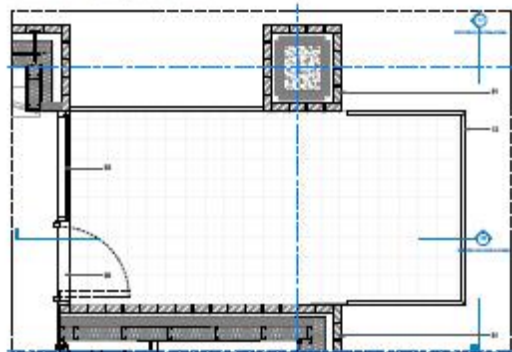
Step in Floor 14 & 15 South Elevation & Section



West Facade Recessed & Projecting Balcony



Recessed & Projecting Balcony Section



Recessed & Projecting Balcony Plan

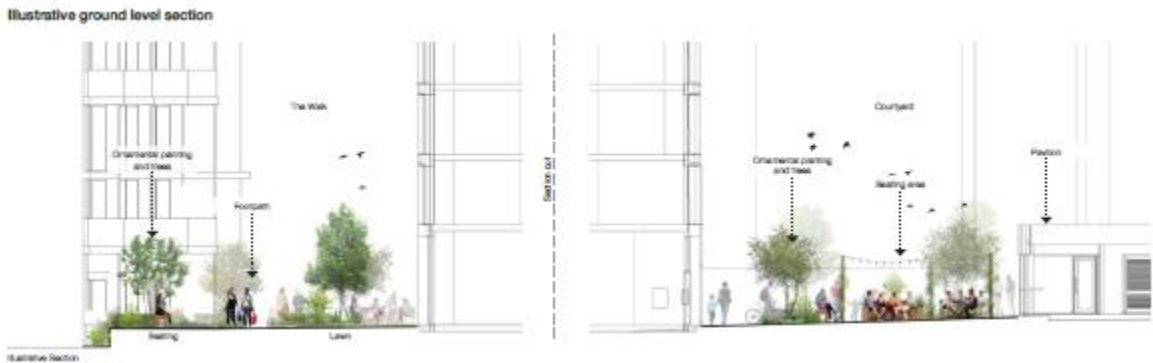
The materials would deliver a high quality design. Their colour and texture would reflect that found nearby. The roofscape would be a more dynamic counterpoint to the ordered facades and add to visual interest. The layout and transparency of the ground floor glazing would maximise daylight and allow views into ground floor areas increasing passive surveillance and improving security whilst animating the street and would improve the streetscape.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision):



The Core Strategy requires tall buildings to create an attractive, pedestrian friendly environment. Public space should provide shared outdoor amenities for residents, within a high quality, safe and accessible environment. This is required to secure the successful regeneration of the site and achieve the aspirations of the HS2 SRF.

The public realm would include hard and soft landscaping, including trees, which would improve site wide biodiversity and year round visual interest. There would be varying scales of spaces with seating and spill out areas; verdant greenery; and reference to the site's former industrial character. Pedestrian routes through and around the site would be clearly defined using the hard landscaping to ensure legibility and ease of movement. Lighting within the public realm would be designed to complement that legibility and define the use of the different spaces.



The design would promote health & wellbeing and would be suitable for all including older people. The final details would be agreed by condition and would 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. The public realm would be managed and maintained by a professional residential property manager and this would be secured by a condition.

All loose external seating and tables etc. will be stored away outside opening hours by the operator of the commercial unit. The external seating for the two commercial units in the building would be stored internally.



Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design is appropriate for this prominent site. The information

provided indicates that the design is technically credible. The design team is familiar with the issues associated with high quality development in city centre locations, with a track record and capability to deliver a project of the right quality.

The design includes: well considered detailing and materials; high quality materials and construction technology; spacious layouts with good quality natural light, ventilation and acoustics; and, active ground floors and welcoming entrances and communal spaces including a rooftop communal terrace, public realm at ground level on Fair Street and publicly accessible pocket park.

Relationship to Transport Infrastructure and cycle parking provision

The site is close to all sustainable transport nodes including trains, trams and buses. The site has a Greater Manchester Accessibility Level (GMAL) of 8 indicating a very high level of accessibility. Residents would be able to walk to jobs and facilities in the City Centre.

There are multi storey car parks nearby and leaseholds can be arranged to secure contract spaces for those who wish to have a car and are not allocated a space on site. The nearest is on Ducie Street 180m from the site. There are 10 car parks within a 10 minute walk which residents and visitors could use. The nearest car park with dedicated disabled parking spaces is at Piccadilly Station with 21 spaces which could be available on a contract basis. The nearest City Car Club bays include two at Piccadilly Place, one each on Dale Street and Tariff Street. Two disabled parking bays and a Car Club bay would be created on Chapeltown Street. The Travel Plan would make residents aware of sustainable options. The Transport Statement concludes that the overall impact on the local transport network would be minimal.

The cycle storage capacity for 107 spaces would provide 100% provision. There would be 4 covered cycle stands in the public realm.

Drop off, servicing and loading would be from an existing service layby on Chapeltown Street.

Sustainability / Climate Change: 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. The energy strategy responds to the City's Climate Emergency declaration and has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

An Environmental Standards assessment of physical, environmental, social and economic effects in relation to sustainability objectives sets out 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 line with the Energy Hierarchy to improve the efficiency of the fabric and use passive servicing methods.

Operational Carbon

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 translate as a 9% improvement over Part L 2013 and the proposal would exceed this target (10%). The proposals include roof top PV's. The energy strategy is based on an all-electric building with rooftop PV's and the remaining space and water heating demand would be met by electric panel and immersion heaters (100% efficient). The infrastructure would allow the scheme to become zero carbon as the grid decarbonises.

The following efficiency measures would be included to reduce heat losses and minimise energy demand:

- The proposal would be constructed to exceed minimum Building Regulation standards and includes efficiency measures to reduce heat loss and minimise energy demand, including very good levels of insulation and low u values;
- The insulated distribution pipework would minimise energy losses from the hot water systems, often referred to as 'standing losses'. Furthermore, the dwellings would not require active cooling;
- Very low air permeability target would virtually eliminate any uncontrolled ventilation and assist to limit heat loss through the structure of the build;
- The g value of the glazing would be optimised to control solar gain in the summer and allow beneficial gains in the winter to minimise the overheating risk and limit the heating energy demand;
- Sophisticated control systems for the space and water heating will ensure that energy consumed by the development is used efficiently;
- Hot water would be separately programmable and high efficiency cylinders with low standing losses will be specified;
- 100% LED provision and sophisticated control systems incorporated throughout. Photocell and automatic presence control of the lighting would improve the efficiency of the lighting system in the communal zones; and
- High efficiency heat heating and cooling would be provided to the non-domestic zones.

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 include:

- A highly sustainable location and development of a brownfield site should reduce its impact on the environment;
- The homes will be designed to reduce mains/potable water consumption and include water efficient devices and equipment;
- Recycling facilities would divert material from landfill and reduce the carbon footprint further;

- A net increase of c.16 trees (subject to feasibility) would offset carbon emissions

Embodied Carbon: 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 evolving.

The applicants and their contractor have a proactive approach to sustainability with a range of corporate and project level commitments to reduce the quantity of materials required, increase recycling rates and limit the amount of waste sent to landfill. The following key commitments will be assessed during the design and construction stages of the development:

How demand for materials will be minimised; How new materials will be specified to enable their re-use; How recycled materials can be utilised; How construction waste will be minimised (including packaging waste); How much waste the development is expected to generate; How and where the waste will be managed; How the development's design and construction will enable building materials, components and products to be disassembled and re-used at the end of their useful life. Implementation.

The objectives for the Circular Economy will be agreed and implemented accordingly: Workshops will be held to agree Circular Economy aspirations and aims (client, design team, contractor and supply chain); Circular Economy aims will be continually monitored throughout the design and construction process; On completion, success 'versus' aims will be assessed and an analysis will be undertaken to inform future developments.

The proposal would contribute to sustainable design and construction through:

- Facade components designed to allow for ease of assembly and disassembly for reuse / repurposing, for example:
- The aluminium cladding construction allows for ease of disassembly at end of building life.
- The aluminium and concealed metal support brackets are highly recyclable.
- Traditional brick construction is highly durable and long lasting which provides excellent value for the initial carbon investment.
- Traditional brick construction walls can be disassembled by hand allowing for the high quality bricks to be reclaimed and reused on future buildings;
- Building Frame Embodied Energy- Flat slabs are proposed to provide an efficient floor plate solution which minimises the volume of materials required;
- Concrete grades will be reviewed during detailed design and following the intrusive site investigation, and specifications tailored accordingly to suit the project specific requirements. This will assist with minimising the embodied carbon in the concrete;

- Suitable concrete cover to reinforcing bars will be provided, and suitable concrete grades selected to suit the relevant exposure classes, both of which will enhance the longevity of the structure.

The proposal would make a positive contribution to the City's objectives and is, subject to the ongoing decarbonisation of the grid is 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.

(a) 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 appropriate to their context

An assessment of daylight, sunlight and overshadowing has used specialist 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 – 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 neighbouring residential properties at Quantum Apartments, The Castings and the Phoenix Buildings have been identified as affected in terms of daylight and sunlight impacts.

The assessment has scoped out other residential properties due to the distance and orientation from 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 use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels (including impacts from adjacent approved schemes) and how the proposal would perform against the BRE VSC targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The methodologies can comprise 3 tests. 2 of these tests (VSC (vertical sky component) and NSL (no sky line)) 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 NSL test assess daylight levels within a whole room rather than just that reaching an individual window and are more accurately reflect daylight loss.

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 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.

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.

BRE Targets

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. Similarly, winter targets of APSH of 4% and an annual APSH of 20% are considered to be acceptable levels of tolerance. For the purposes of the sensitivity analysis, these values are a measure against which a noticeable reduction in daylight and sunlight would be discernible and are referred to as the BRE targets. The impacts of the development within this context are set out below.

Baseline

All impacts have been assessed against the baseline of a cleared site and the approved developments within the PSE SRF Area as detailed above

Daylight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, the impact would be:

Quantum Apartments - 120/180 (67%) of windows would meet the BRE VSC Target and 95/145 (66%) of the rooms would meet with the BRE NSL target.

The site is currently underdeveloped and unusually open in a city centre location. Any development that matches the scale of Phoenix Building will have a similar impact to that proposed.

In terms of NSL, the design of Quantum Apartments is such that deep, single aspect rooms are located on the boundary overlooking the site, which makes it difficult for daylight to penetrate into rooms and leads to low baseline levels. The BRE discusses the neighbourliness of surrounding properties, stating that “another important issue is whether the existing building is itself a good neighbour, standing a reasonable distance from the boundary and taking no more than its fair share of light”. The BRE states that “if an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no sky line may be unavoidable”. The design of Quantum Apartments means that it places a high burden on this site to maintain existing levels and leads to rooms not meeting the daylight criteria.

35 of the 50 rooms which do not meet the BRE criteria are bedrooms, which have a lesser requirement for daylight. Therefore, 15 living kitchen diners do not meet the NSL daylight targets, which represents 10% of all rooms assessed.

The Castings - 401/474 (85%) of windows would meet the BRE VSC Target and 358/382 (94%) of the rooms would meet with the BRE NSL target.

The Castings is under construction with no residents in occupation to experience any reductions in light. As such, it has a lower sensitivity to change. However, compliance levels against the BRE criteria would be high given the city centre location and emerging height and density in the area.

Only one window would experience a major adverse impact in VSC (40%+ infringement of the baseline) daylight and only one room would experience a major

adverse impact in NSL daylight. Most of the impacts are minor, and along with the lower sensitivity, the overall impact on daylight to The Castings

Phoenix - 0/47 (0%) of windows would meet the BRE VSC Target and 0/47 (0%) of the rooms would meet with the BRE NSL target.

The above needs to be considered however against the context of windows which have a low level of existing compliance of only 17% with the 27% BRE VSC target in part due to the building's orientation, the presence of balconies cutting out daylight to windows below and the impacts from adjacent consented schemes within the PSE SRF Area.

The daylight levels in the eastern elevation of Phoenix Building would be reduced, but would be higher on lower floors and comparable on upper floors to the daylight and sunlight levels in the western elevation of Phoenix Building where it abuts Crusader Works. The daylight to rooms on the western elevation are restricted due to the proximity of Crusader Mill but have a high level of occupation. The development on this site was anticipated when Phoenix Building was consented and sold and the current daylight and sunlight was never intended to be permanent.

Appendix F of the BRE Guide states that alternative targets may be generated from the layout dimensions of an existing development, or they may be derived from considering the internal layout and daylighting needs of the proposal itself. Sometimes there may be an extant planning permission for a site, but the developer wants to change the design and quantify the level of change compared with that which has previously been accepted. In assessing the loss of light to existing windows, a local authority may allow the targets for the permitted scheme to be used as alternative benchmarks.

An analysis using the massing indicated for the plot in the HS2 SRF has assessed whether the windows or rooms would receive more, the same or not noticeably less daylight or sunlight with the proposal in place compared with the SRF option.

Quantum Apartments - 92/180 (51%) windows would meet the BRE VSC Target and 75/145 (50%) rooms would meet with the BRE NSL target.

Castings - 363/474 (77%) windows would meet the BRE VSC Target and 295/382 (77%) rooms would meet with the BRE NSL target.

Phoenix – 0/47 windows would meet the BRE VSC Target and 4/47 (9%) rooms would meet with the BRE NSL target.

The above demonstrates that the impacts from the proposed massing would be less than those from the indicative massing within the HS2 SRF.

There would be reductions against the baseline site conditions for some residents within Quantum Apartments, The Castings and the Phoenix Building. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The above demonstrates a good level of compliance with the BRE VSC target and that the perception of any change would be minimal.

Sunlight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, the impact would be:

Quantum Apartments – 35/60 (58%) of the living rooms would achieve both the 25% annual and 5% winter APSH targets. Using the impact of the SRF massing as an alternative only 25/60 (42%) of rooms would achieve both the 25% annual and 5% winter APSH targets.

The annual sunlight levels are generally good, with an average of 32% APSH, against the target of 25%. The winter figures are lower though, which is not unusual for a city centre, as higher development tends to block the lower level winter sun.

The Castings – All of living rooms would achieve both Annual and Winter sunlight targets. Using the impact of the SRF massing as an alternative 364/474 (42%) of rooms would achieve both the 25% annual and 5% winter APSH targets.

Phoenix Buildings – None of the living room windows that overlook the proposal face within 90 degrees of due south, and so no sunlight assessment is needed.

There would be reductions against the baseline conditions for some residents in Quantum Apartments. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its location. There would be a good level of compliance with the APSH target and the perception of change would be minimal.

The impact on the daylight and sunlight received by some residents of Quantum Apartments, The Castings and the Phoenix 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:

- The proposal has sought to reduce the impact on sunlight and daylight and has maximised separation distances;
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- 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.
- High density development is not unusual in the City Centre;

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

(b) Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. This has been modelled using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport. The assessment used the Lawson

Comfort Criteria, which seek to define the reaction of an average pedestrian to the wind.

The sensitive receptors were identified as those using the public realm and outdoor facilities. All are considered to be highly sensitivity to strong winds, as these can pose a risk to pedestrian safety.

There are no exceedances at ground level anywhere in the site of surrounding area. All ground level comfort conditions are suitable for their intended use, including on and offsite building entrances and the proposed amenity spaces at the base of the proposed development.

Conditions for the balconies of the neighbouring Phoenix building are suitable for the intended use, and not subject to any safety or distress exceedances.

The majority of the level 14 roof terrace would be suitable for the intended use. It is recommended that soft landscaping is used next to seating areas to ensure that they experience the calmest conditions.

There is a thin region around the edge of the level 14 terrace which is subject to unsuitable conditions. This has been mitigated by reducing the size of the proposed terrace away from the building edge so that users cannot.

(c) 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 located in an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of emissions from surrounding roads. As such, residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

The AQA confirms that mitigation measures are required during construction to minimise dust impacts. Good on site practices would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

In terms of embedded mitigation, the energy strategy is proposed to be entirely electrical based and there will be no additional emissions from CHP/boilers.

The impacts on air quality once complete would be negligible. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives. On that basis, residents would be exposed to acceptable air quality and the site is deemed suitable for its proposed future use.

Storage capacity for 107 cycles is proposed. An Interim Travel Plan includes measures that promote the use of sustainable transport modes. All these measures would contribute to reducing reliance on the private car and limiting air quality.

(d) Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact of adjacent noise on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable. The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted. Access for deliveries 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 of any consent granted and would 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.

Acceptable internal noise levels can be achieved with relatively standard thermal glazing.

(e) Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services from the proposed development. Overall, the Television and Radio Reception Assessment concludes that the Proposed Development may cause minor short-term interference to digital satellite television reception in localised areas around the Site, but proposes mitigation that would quickly restore the reception of affected television services, leaving no long-term adverse effects for any viewer.

The location of the site is such that it is 'high speed' ready with the infrastructure in place for the development to be connected into robust and future proof 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.

Archaeological issues

Greater Manchester Archaeological Unit believe that remains of a 19th century iron foundry and workers housing may exist below ground. They recommend targeted archaeological excavation, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. A condition is proposed.

Crime and Disorder

The increased footfall, additional residents and the improvements to 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.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

No statutory or non-statutory protected sites lie on the site or immediately adjacent to its boundary. The nearest statutory protected site is Clayton Vale Local Nature Reserve (LNR), which lies 2.4km away to the north-east. Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) lies 4.7km away to the north-east.

The site lies within a SSSI Impact Risk Zone, which lists certain types of development that may have a deleterious impact on protected sites nearby. Residential development is not listed as a concern at this location. The nearest non-statutory protected site is Ashton Canal (East) Site of Biological Importance (SBI). This is located approximately 42m to the north of the site

A Phase 1 Habitat Survey provides an overview of the habitats on site and assesses any potential protected species issues. The pre-developed site consists of amenity grassland and is of negligible ecological value. There are no features which would be suitable bat foraging habitat exists on, or adjacent to, the site.

The proposals incorporate ecology enhancing features and measures on site. The survey confirms that no specific habitat mitigation is considered to be necessary however, the development should aim to bring biodiversity gain.

The Chartered Institute of Ecology and Environmental Management (CIEEM), Institute of Environmental Management (IEMA) and the Construction Industry Research and Information Association (CIRIA) have established a framework of good practice principles for Biodiversity Net Gain. In line with Biodiversity Mitigation Hierarchy, the scheme includes: Soft landscape planting with shrubs and trees of local progeny to provide a pollen and nectar source for invertebrates; Integrated bird and bat boxes; Tree planting of native species or fruit varieties where practically possible; and an accessible green roof terrace.

Green roofs reduce the Urban Heat Island Effect, thermal cooling and insulation, reduction in airborne particles, reduction in flash floods and storm-water management along with an increase in biodiversity.

The Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created on the communal terrace and in the public realm. The landscape would enhance linkages to local wildlife corridors. Ecological stepping stones could link to green/blue infrastructure. The trees, shrub and ground cover planting would improve biodiversity and form corridors

which enable natural migration. The inclusion of such features would be a condition of any consent granted.

Waste, Recycling and Servicing

The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments with 0.43sqm of space for each apartment. Compacted General Waste. The refuse collection strategy would be part of the Resident Management Strategy which would be a planning condition. The waste would be sorted into containers within the apartments for residents to take to the ground floor storage area by residents would be collected weekly by a private company from the existing service yard.

Conditions would require a service management strategy and off-site highways works, including pavement reinstatements and finishes. The Head of Highways has no objections on this basis.

Floor Risk, Drainage Strategy

The site is in Flood zone 1 and is low risk site for flooding. 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 as part of brownfield development. The Ashton Canal is 80m to the south west of the site.

The development, with the exception of the highways and the drainage system, would cope with intense storm events up to and including the 1 in 100-year storm return period, which includes an allowance of 40% additional rainfall for climate change. The hard standing would take water away from the building. Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates.

It is proposed that SUDS would be managed through attenuation storage in ground tanks with a flow control device. Flow rates would be aligned with the betterment requirements for the SRFA. The underlying soil is predominantly clay with low levels of permeability which could prevent the use of Suds infiltration techniques, but this will be investigated further through a condition. Suds could be linked to the wider public realm through natural drainage to capture surface water runoff rather than draining it to storage tank storage. This would reduce the amount of water draining into sewers which reduces flood risk and requirements for pollution management.

Infiltration management could include permeable surfaces, rain gardens, soakways and infiltration trenches and could be explored further through a condition. Surface water could be drained into planting areas or permeable paving area linked to the wider public realm. The final details of this would be explored via a condition.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the relevant policy principles. The mitigation measures which manage surface and foul water run off during the lifetime of the development.

Contaminated Land

A Phase I Ground Investigation has been prepared based on desktop / published sources. The site is in an urban environment where industrial activities have taken place over time. It is likely that there is a significant thickness of Made Ground associated with previous development. Elevated levels of contamination may be present in shallow soil and groundwater and it would be necessary to avoid contaminate migration pathways during piling works. The site is in an area indicated to be at medium risk from Unexploded Bombs (UXB's). A radar survey should be performed prior to any demolition works taking place, once the ground had been cleared sufficiently to enable safe working in the area and would be secured via a condition.

If ordinance is found, a specialist UXB team would assess next steps and to draw up risk assessments for any continuing works which would be carried out in accordance with best practice guidance for the industry (CIRIA).

Further excavations and investigations are necessary. Mitigation may be required but with these in place, the site would present a low risk. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Accessibility/ Inclusive Access

The design has sought to avoid discrimination regardless of disability, age or gender by, wherever possible going beyond the minimum requirements of Part M. This covers the access to and within the new building and associated public realm.

The homes could be adapted to meet the changing needs of occupants over time, including those of older and disabled people. All apartments and amenity spaces would be accessed via large passenger lifts which would exceed minimum standards. All primary circulation routes would have sufficiently clear widths to facilitate ease of movement for all users including wheelchairs and pushchairs. 55. apartments having the potential for upgrading to M4(2) Category 2: Accessible and adaptable dwellings and all are designed to be Part M (building regulations compliant) for visitors.

The reception area interior fit would comply with statutory requirements. The reception desk would provide compliant wheelchair access and manoeuvrability.

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.

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 better 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. The bat boxes and bricks, bird boxes and native planting would be investigated through conditions.

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 translate as a 10% 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. There would be no on site parking is limited and the development would be highly accessible by sustainable transport. There would storage capacity for 107 cycle spaces.

The Framework Travel Plan (TP) sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Subject to conditions the proposals would include measures which can be feasibly incorporated to 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:

- improve physical and mental health;
- promote regeneration;
- not harm the natural environment and would reduce carbon emissions;
- provide job opportunities for local people
- help to foster a sense of community by creating opportunities for people to come together in the pocket park and communal areas;
- help to reduce crime through passive surveillance from the active ground floor uses and the overlooking from homes;
- improve legibility along Chapeltown Street and Longacre Street providing stronger links to regeneration areas to the north and increase the attractiveness of routes within the HS2 SRF;

- provide access to services and facilities via sustainable transport, such as cycling and walking. The site is close to Metrolink, rail and bus links;
- not impact on the air quality, flood risk, noise or pollution and there will be no contamination impacts;
- not have a detrimental impact on protected species; and
- regenerate previously developed land with limited ecological value in a highly efficient manner

Fire safety

The HSE has raised a number of concerns. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. The issues raised in this instances are matters that should be addressed through building control and are not land use planning issues that can be dealt with through the planning process. The applicant has responded to these comments and the issues are being considered early in the design process as a result of the consultation at Gateway one. Fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the Fire Safety Report and subsequent supplementary information will be a condition of any consent granted. On this basis it is considered that that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason. It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Objectors comments

These are addressed in the main body of the Report above

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an appropriate reconciliation payment for offsite affordable housing through a further review at an agreed point with a mechanism to re-test the

viability should there be a delay in the implementation of the proposal as explained in the paragraph with the heading 'Affordable Housing'

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 proposal would establish a sense of place, would be visually attractive, sympathetic to local character, would optimise the use of the site and would meet with the requirements of paragraph 130 of the NPPF.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the report and would be sought jointly and simultaneously. The current site does not deliver these objectives and has not done for some time.

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 could accommodate a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of the adjacent Crusader Mills Buildings, Vulcan Works, former Co-operative Buildings and the listed buildings and structures associated with the Ashton Canal, to the north of Great Ancoats Street. The proposal would deliver the overarching objectives of the HS2 masterplan.

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 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 197, 199 and 202 of the NPPF and that the harm is outweighed by the benefits of the development

Recommendation: MINDED TO APPROVE (subject to a legal agreement in respect of reconciliation payment of a financial contribution towards off site affordable housing).

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

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

Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

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) Site Location Plans BDP-FRS-XX-XX-DR-A-000010 P02 and BDP-FRS-XX-XX-DR-A-200010 P02;

(b) Dwgs BDP-FRS-XX-00-DR-A-200211 P08, BDP-FRS-XX-01-DR-A-200211 P09, BDP-FRS-XX-02-DR-A-200211 P09, BDP-FRS-XX-04-DR-A-200211 P01, BDP-FRS-XX-12-DR-A-200211 P09, BDP-FRS-XX-13-DR-A-200211 P09, BDP-FRS-XX-14-DR-A-200211 P10, BDP-FRS-XX-15-DR-A-200211 P08, BDP-FRS-XX-XX-DR-A-220301 P08, BDP-FRS-XX-XX-DR-A-220302 P06, BDP-FRS-XX-ZZ-DR-A-020002 P10, BDP-FRS-XX-ZZ-DR-A-020003 P10 and BDP-FRS-XX-00-DR-A-910211 P02 ,

(c) Dwgs BDP-FRS-XX-XX-DR-A-201111 P03, BDP-FRS-XX-XX-DR-A-201112 P03, BDP-FRS-XX-XX-DR-A-201113 P03, BDP-FRS-XX-XX-DR-A-201114 P03, BDP-FRS-XX-XX-DR-A-202001 P04, BDP-FRS-XX-XX-DR-A-202101 P04, BDP-FRS-XX-XX-DR-A-202102 P04, BDP-FRS-XX-XX-DR-A-212101 P02, BDP-FRS-XX-XX-DR-A-212102 P02, BDP-FRS-XX-XX-DR-A-212103 P02, BDP-FRS-XX-XX-DR-A-212120 P02, BDP-FRS-XX-XX-DR-A-213001 P02 and BDP-FRS-XX-XX-DR-A-213002 P02;

(d) Dwgs 0883-RFM-XX-ZZ-DR-L-0001-S2 P06, 0883-RFM-XX-ZZ-DR-L-0002-S2 P06, and Dwg S21645-U 01 (Utility Survey)

- (e) Sections 3.1, 3.2, 3.5, 4.0 and 6.0 of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021;
- (f) Zerum e-mail dated 25-02-22 in relation to Disabled access and Accessible Apartments;
- (g) Waste Storage and Management (Residential and Commercial) as set out in Section 4.3 of of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021 and Zerum e-mail dated 02-03-22;
- (h) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Statement Version VERSION B: 4th November 2021
REFERENCE: 2021/0505/CIS/01 and measures set out on P8 and 9 of Zerum's letter dated 18-01-22.
- (i) Archaeological Desk-Based Assessment Chapeltown Street Manchester , by ARS Report N o : 2 0 2 1 / 1 6 7 stamped as received by the City Council on 11-11-2021;
- (j) Inclusions of measures and targets set out ENVIRONMENTAL STANDARDS STATEMENT DECEMBER 2021 REF: 2021.259 by Element Sustainability stamped as received by the City Council on 11-11-2021;
- (k) Implementation of Broadband installation in accordance with the GTech Surveys Limited, Broadband Connectivity Assessment
Ferrous 28/10/2021 stamped as received by the City Council on 11-11-2021;
- (l) Fire Statement - TCFS001.2 Project: Ferrous, Manchester Subject: Fire Statement Date: 1 November 2021 by Fire Design Consultants stamped as received by the City Council on 11-11-2021 and response within p3&4 of Zerum's letter dated 18-01-22;
- (m) Air Quality Assessment, Chapeltown Street, Manchester, Client: Capital & Centric (Nineteen) Ltd, Reference: 4829r1, Date: 19th October 2021 by Redmore environmental stamped as received by the City Council on 11-11-2021;
- (n) Flood Risk Assessment for Ferrous at Chapeltown Street, Manchester Feb 2022 by WML consulting stamped as received by the City Council on 11-11-2022;
- (o) TV reception survey prepared by GTech Surveys Limited, Television and Radio Reception Impact Assessment
Ferrous 28-10-22 stamped as received on 11-11-21;
- (p) EXTENDED PHASE 1 HABITAT SURVEY, FERROUS, CHAPELTOWN STREET, MANCHESTER, Oct 2021 by Rachel Hacking Ecology stamped as received on 11-11-21;
- (q) Transport Assessment and Travel Plan, prepared by SK Transport Ref 211027/SK22133/TS01(-01) stamped as received on 11-11-22.

(r) Daylight and Sunlight, Impact on Neighbouring Properties Ferrous, Chapeltown Street, Manchester dated 29-11-22 stamped as received on 29-11-21;

(s) Phase 1 Desk Study and Preliminary Geo-environmental Assessment, WML Consulting, Reference 9861G-WML-XX-ZZ-RP-G-0001, dated 14 October 2021 stamped as received on 11-11-21;

(t) Townscape and Visual Appraisal, Ferrous, Chapeltown Street, Manchester Version 2, March 2022, INF N0855 V2 stamped as received on 02-03-22;

(u) Ferrous, Chapeltown Street, Manchester Energy Statement by jh partners, Reference 1315/R/ME/ES, dated 22nd October 202 stamped as received on 11-11-21;

(v) FERROUS, CHAPLETOWN STREET, MANCHESTER - PROPOSED RESIDENTIAL DEVELOPMENT, NOISE IMPACT ASSESSMENT by Hepworth Acoustics, Reference P21-127-R01v4, dated November 2021 stamped as received on 11-11-21;

(w) Heritage Statement, Ferrous - Chapeltown Street, Manchester, Capital & Centric Ltd, October 2021 by Graeme Ives Heritage Planning; and

(x) WIND MICROCLIMATE, ASSESSMENT REPORT, Ferrous, Manchester by GIA dated 09-12-21 stamped as received on 14-12-21;

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 polices 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:

*baseline 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 in line with an agreed programme: and

*a programme for the production of the full sized sample panels a strategy for quality control management; and

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

and

(b) Submission of a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (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) Prior to occupation of the development a servicing strategy for the building, shall be implemented in accordance with Dwg BDP-FRS-XX-00-DR-A-910211 PO2 and Servicing Strategy within Section 4.3 of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021

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

5) a) Notwithstanding the Phase 1 Desk Study and Preliminary Geo-environmental Assessment, WML Consulting, Reference 9861G-WML-XX-ZZ-RP-G-0001, dated 14 October 2021 and the preliminary risk assessment, prior to the commencement of the development the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

- Intrusive investigation assessment;
- Updated final risk assessment;
- Remediation Strategy.

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 prior to the first occupation of the residential element of the scheme.

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

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

6) 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 TFGM (Metrolink) 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;
- *Agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;
- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;
- * Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- * Details showing the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester;
- *The provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;

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).

7) Prior to any excavation greater than 1m deep within 1m of the Metrolink operational boundary being carried out or any piling works undertaken a scheme for the monitoring of both the trackwork and the Great Ancoats Street Underpass structure shall be agreed in writing with Metrolink and be implemented at the cost of the Developer and to the satisfaction of Metrolink.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to Core Strategy policy DM1.

8) At commissioning of the LV Switch gear and generator the developer must assess and confirm to Metrolink that the Electro Magnetic Compatibility levels emitted complies with BS EN 50121 and BS EN 61000-6-4 (emissions). Any non-compliance will require the developer to propose and install appropriate mitigation measures to ensure compliance. Mitigation must be undertaken at the developers cost and prior to the equipment coming into use.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to policies.

9) 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: 0883-RFM-XX-ZZ-DR-L-0001-S2 P06, 0883-RFM-XX-ZZ-DR-L-0002-S2 P06, as detailed in Section 3.8 of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021 and Dwg S21645-U 01 (Utility Survey) 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 proposed size, species and planting specification including tree pits and design 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) Location and design of all furniture including seating areas, lighting, bins, handrails, recycling bins, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(f) Lighting around and within the site (which includes for consideration of older and disabled people);

(g) A management and maintenance strategy for the public realm including hours during which these areas would be open to non residents, how access to these areas would be managed and who would be responsible for the day to day management and maintenance of these areas including ensuring ongoing maintenance of provision of access for disabled people; and

(h) Details of hours during which the terrace at level 14 will be open to residents and the mechanisms which would prevent use outside of those hours;
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.

10) 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.

*Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. This shall include consideration of integrating the drainage strategy with the green landscaping design. Assessment demonstrating maximised integration of green SuDS components is required in-line with Manchester City Council's Climate Change Action Plan 2020-25.

*Details of surface water attenuation that offers a reduction in surface water runoff rate to greenfield runoff rates;

*An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

*Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building. This shall include surcharged outfall considerations where applicable.

*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.

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

Where surface water is connected to the River Irwell, agreement in principle from Peel is required. An email of acceptance of proposed flows and/or new connection will suffice.

For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.

Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved

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.

11) 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.

12) No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
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 policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

13) 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 Core Strategy policy EN14 and EN17.

14) Prior to occupation of:

- (a) The residential accommodation; and
- (b) The ground floor commercial units
- (c) The Pavilion

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 recommendation within the Noise Impact Assessment by Hepworth's Acoustics, Report No: P21-127-R01v4, dated November 2021 before any above ground works commence details of the following shall be submitted:

- (a) a scheme for acoustically insulating and mechanically ventilating the residential accommodation against local road traffic network, any local commercial/industrial premises and noise and vibration from the tramline and the insulation requirements and specification for service risers /lift shafts; and
- (b) following an assessment of the potential for overheating (AVO Assessment) any details of any additional noise mitigation measures to deal with equipment to mitigate overheating

The approved noise insulation scheme and vibration mitigation measures shall be completed before any of the dwelling units are occupied.

shall be submitted to and approved in writing by the City Council as local planning authority.

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 |

(c) 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 (within at least 10% of the apartments) 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 recommendation within the Noise Impact Assessment by Hepworth's Acoustics, Report No: P21-127-R01v4, dated November 2021 before

- (a) each of the ground floor commercial uses; or
- (b) use of the Pavilion;

commences a scheme for acoustically insulating each unit to ensure that there is no unacceptable level of noise transfer from these units 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.

(c) 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.

17) Before any use of each of (a) the ground floor commercial uses and (b) the Pavilion hereby approved 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.

18) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within:

(a) each ground floor commercial unit; and (b) the Pavilion

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

19) Notwithstanding the TV reception survey prepared by GTech Surveys Limited, Television and Radio Reception Impact Assessment Ferrous 28-10-22 within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

20) 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).

21) 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

22) 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.

23) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal), parking of maintenance vehicles, noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, the promotion of a sustainable and inclusive community within the development, 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.

24) The development hereby approved shall be carried out in accordance with the Travel Plan element of the Transport Assessment and Travel Plan, prepared by SK Transport Ref 211027/SK22133/TS01(-01) stamped as received on 11-11-22

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 within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) 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 Ancoats, New Islington and East Manchester;

Within 3 months of the completion of the travel survey, 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) 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.

26) 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.

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). 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.

28) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

29) The development hereby approved shall include for full disabled access to be provided to all publically accessible areas of public realm during the hours that it is open to the general public 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

30) The window(s) at ground level, fronting onto Chapeltown Street and the areas of public realm around the building 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.

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.

31) 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

32) Notwithstanding the details contained within condition 2 above prior to the first occupation of the residential element, a scheme of highway works and footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- (a) Details of the 2 disabled spaces
- (b) Location of additional car club bay
- (c) Detailed designs in relation to the stopping up order under Section 247 of the TCP Act 1990 in relation to Fair Street (to including materials, layout, kerb heights;
- (d) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries; and
- (f) Any amendments to the existing TRO associated with the above;

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

For the avoidance of doubt it has been agreed between MCC Highways and the applicant that the highways works set out able (a-f) will be undertaken by way of a S.184 rather than a S.278 agreement.

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).

33) The development shall be carried out in accordance with the Crime Impact Statement Version VERSION B: 4th November 2021
REFERENCE: 2021/0505/CIS/01 and measures set out on P8 of Zerum's letter dated 18-01-22.

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

34) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

35) In the event that any of the

(a) commercial units and (b) Pavilion

as indicated on drawing BDP-FRS-XX-00-DR-A-200211 P08 (stamped as received by the City Council on 11-11-21) are occupied as an restaurant (Class E) or Drinking Establishment (Sui Generis) use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

A Management Strategy for patrons and control of any external areas. For the avoidance of doubt this shall include:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

* Details of management of storage of any external freestanding furniture

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

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

36) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

37) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

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

38) Prior to the first occupation of the residential element, the 68 cycle parking places proposed at ground floor and additional spaces within each apartment (as detailed within section 4.4 of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021); and the visitor parking and covered shelter shall be implemented in accordance with drawings BDP-FRS-XX-00-DR-A-200211 PO8, BDP-FRS-XX-01-DR-A-200211 P09 , BDP-FRS-XX-02-DR-A-200211 P09, BDP-FRS-XX-04-DR-A-200211 PO1, BDP-FRS-XX-12-DR-A-200211 P09, BDP-FRS-XX-13-DR-A-200211 P09, BDP-FRS-XX-14-DR-A-200211 P09 and 0833-RFM-XX-DR-L-00010-S2 PO6 stamped as received by the City Council, as Local Planning Authority, on the 14th December 2021 and thereafter retained and maintained in situ.

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

39) In relation to relation to site layout, water supplies for firefighting purposes and access for fire appliances, the development shall be implemented in accordance with the Fire Safety Measures set out in the Fire Statement - TCFS001.2 Project: Ferrous, Manchester

Subject: Fire Statement Date: 1 November 2021 by Fire Design Consultants and response within p3&4 of Zerum's letter dated 18-01-22 (subject to Buildings Regulations and other required safety sign off)

Reason

To ensure a satisfactory development pursuant to Policy DM1 of the Core Strategy and in accordance with the Fire safety and high-rise residential buildings Guidance August 2021.

40) Prior to the occupation of the development final details of the layout and appearance of the Pavilion structure as show in Dwgs BDP-FRS-XX-00-DR-A-200211 P08, BDP-FRS-XX-XX-DR-A-201102 PO2, BDP-FRS-XX-XX-DR-A-201101 PO2 and 0883-RFM-XX-ZZ-DR-L-0001-S2 P06 shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the approval is on the basis that the unit as shown within dwg is single storey unit and are fully accessible.

Reason: in order to ensure a satisfactory development pursuant to Core Strategy Policies DM1 and SP1.

41) Before development commences final details of the wind mitigation to the rooftop terrace as shown in dwg BDP-FRS-XX-14-DR-A-200211 P10 and confirmation from a suitably qualified Wind Consulatant that this would be adequate shall be submitted to and approved in writing. The approved scheme shall be implemented prior to any use of the terrace commencing and and thereafter retained and maintained in situ.

Reason - In the interest of creating a suitable and safe environment for residents and in the interests of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

42) The development hereby approved shall be carried out in accordance with the targets within the ENVIRONMENTAL STANDARDS STATEMENT DECEMBER 2021 REF: 2021.259 by Element Sustainability and 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.

43) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan

approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present , no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

44) Waste Storage and Management shall be implemented in accordance with the following:

Waste Storage and Management (Residential and Commercial) as set out in Section 4.3 of of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021 and Zerum e-mail dated 02-03-22;

The above approved scheme shall be implemented prior to the first occupation of each of: (a) the residential element; (b) the ground floor commercial units and (c) the Pavilion and shall remain in situ whilst the development is in operation.

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

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: 132214/FO/2021 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.

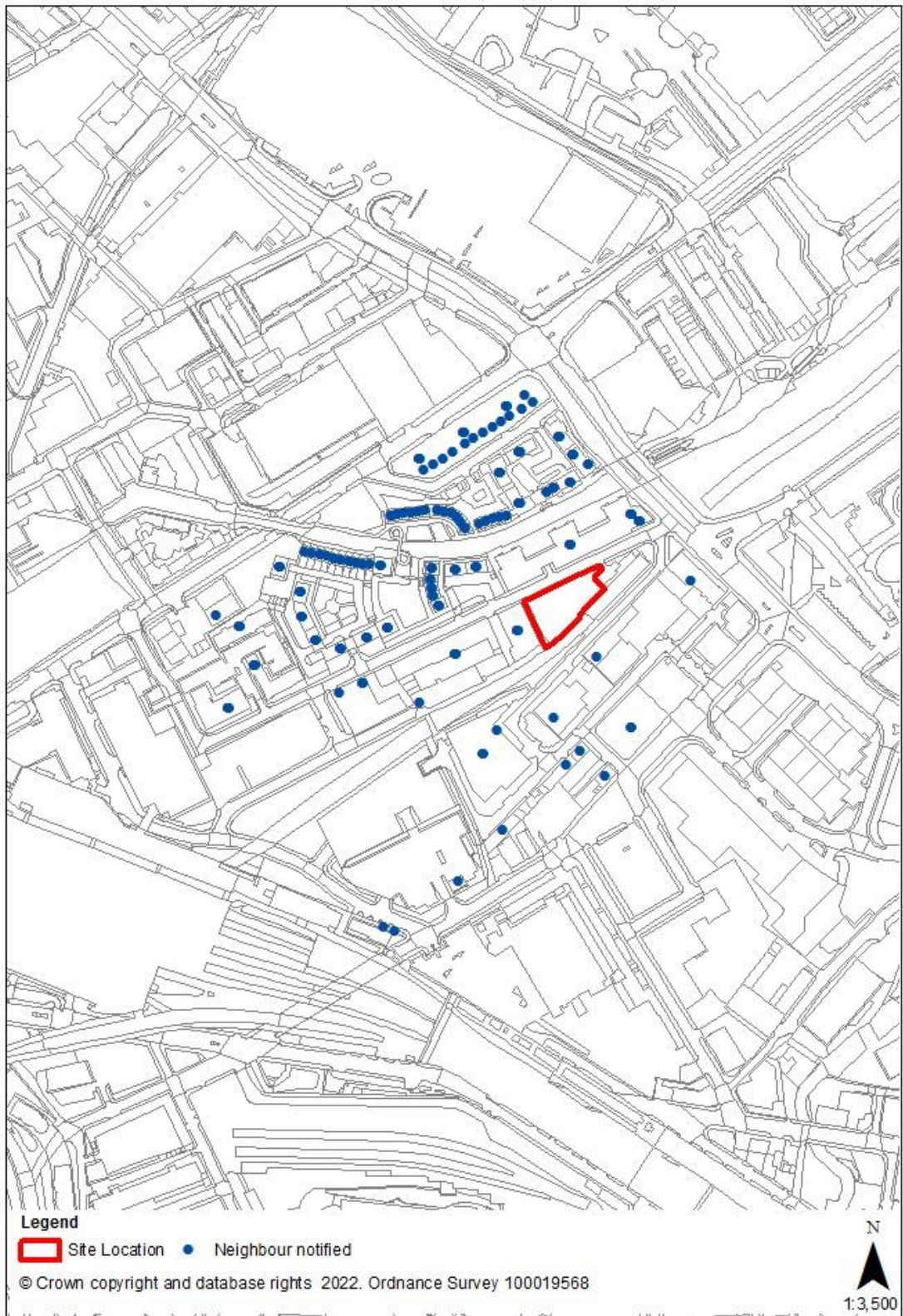
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
High Speed Two (HS2) Limited
Environmental Health
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
City Centre Regeneration
Greater Manchester Police
Transport For Greater Manchester
Metrolink
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Greater Manchester Pedestrians Society
Environment Agency

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 : angela.leckie@manchester.gov.uk



| Application Number | Date of Appln | Committee Date | Ward |
|---------------------------|----------------------|-----------------------|---------------|
| 132416/FO/2021 | 13 Dec 2021 | 17 Mar 2022 | Cheetham Ward |

Proposal Erection of two buildings part 27, 20, 17 storeys and part 11 and 10 storeys to form a mixed use development comprising of 461 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (718 sqm) together with public realm including courtyard pocket park, landscaping, car parking and other associated works

Location Land Bounded by The Travelodge And Surface Level Carparking To The North, Further Surface Level Carparking To The East, Manchester College To The South And Bury New Road To The West, Manchester

Applicant Latimer Development Ltd, C/o Agent

Agent Ms Frances Hampson, Deloitte LLP, C/o WeWork At Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal would create 461 homes, of which up to 60% would be affordable (shared ownership and affordable rent), and 718 sqm of commercial space in two buildings ranging in height from 27, 20, 17 storeys and 11 and 10 storeys. There would be public realm and parking for disabled residents only.

One neutral comment has been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. This is a previously developed brownfield site used for parking, located in a highly sustainable location close to public transport and walking and cycling routes. It accords with former Boddingtons Brewery and Great Ducie Street SRFs. The homes would be available for affordable rent, shared ownership and market sale, would help to reduce carbon and improve surface water drainage and biodiversity.

Economic The proposal would deliver 461 homes. New homes to meet the growing population is a key economic driver and is vital to a successful and thriving economy. There would be a significant contribution to highway, pedestrian and cycle improvements at the site. 1,800 construction jobs would be created over the 3 year construction programme. This would create £40 million in GVA in the Great Manchester economy and a further £66 million elsewhere within the supply chain. Jobs would be created in the commercial space and management of the development once complete. 461 new homes would provide Council Tax revenue of £663,338 per annum.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Public realm with linkages and green spaces would benefit residents and visitors. 60% on site affordable housing would be achieved through a combination of developer subsidy and grant funding from Homes England.

Environmental This would be a low carbon development in a highly sustainable location. The development would be car free with the exception of 5 spaces for disabled people which would be fitted with electric vehicle charging points. The travel plan would encourage residents to walk, cycle and use public transport. The public realm, green spaces and linkages would create an attractive place. The trees and planting would improve biodiversity and create wildlife habitats. Surface water risks would be managed through green and blue infrastructure such as rain gardens which would attenuate the water at source. The site is contaminated but the conditions are not unusual and do not present a risk to human health or the environment on the basis of an appropriate remediation strategy.

The height, scale and appearance of the development would contribute positively to the area and the development would be safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking, air quality, tv reception, noise and disturbance and wind conditions would be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description

This 0.5 hectare site is used for temporary parking and is bounded by a Travelodge, surface parking, Manchester College (which is nearing completion) and Bury New Road. It was the site of Boddingtons Brewery. It is in the Boddingtons Strategic Regeneration Framework and Great Ducie Street Strategic Regeneration Framework (SRF) areas which support high density development as the city centre expands.

The area is generally characterised by warehouse buildings and HMP Manchester is located appropriately 250 metres to the north on Southhall Street. The commercial core of the city centre and the AO Arena is to the south and the boundary with Salford City Council, and Greengate is to the west where significant housing schemes have been developed.

Planning permission was granted in 2018 for 556 apartments and 3,490 sqm of commercial at 'Old Brewery Gardens' on the eastern portion of the Brewery site, in

buildings ranging from 26 to 12 storeys. The area is highly sustainable. Victoria Train and Tram station is nearby with bus services and cycle routes on Great Ducie Street.

The site is in the Air Quality Management Area (AQMA) and is located in flood zone 2, where there is a risk from flooding due to the proximity to the River Irwell. The site is also in a critical drainage area.

The site is not located in a Conservation Area and there are no listed buildings at the site. The Cathedral conservation area is 180 metre to the south. There are listed buildings nearby including: Former Synagogue (Grade II), Gatehouse of HMP Manchester (Grade II), main prison block of HMP Manchester (Grade II), Manchester parcel post office (Grade II), North Bridge (Grade II), Middle Bridge (Grade II), Victoria Station including concourse to rear with restaurant and booking hall (Grade II) and Stephenson Bridge (Grade II).

The Proposal

The proposal is for 461 new homes with 146 one bed, 2 person, 179 two bed, 3 persons, 120 two bed, 4 person and 16 three bed, 5 person apartments. Three ground floor commercial units would provide 750 sqm of floorspace. A publicly accessible courtyard would be created and a podium terrace for residents.

There would be 5% affordable housing initially with an additional 55% to be secured through grant funding available to the Registered Provider (RP) 'Clarion Housing', an arms length company associated with the applicant. 60% affordable housing would therefore be provided. This is considered in further detail within the report.

The homes would be in two blocks, with Block A at 10 to 11 storeys and Block B 17 to 27 storeys which would wrap around the courtyard space. There would be a pedestrian link through to the public realm from Great Ducie Street to Old Brewery Gardens. Commercial spaces would provide activation and natural surveillance on Great Ducie Street and at the south east and south west corners.

The elevations would be in masonry and metal work with red brick used throughout the scheme but with different mortar colours to express differences in the elevations, and commercial uses from the residential.

There would be 100% cycle provision for residents with 14 for visitors and 12 for the commercial units. 5 parking spaces would be provided for disabled people

A loading bay and residents drop off area and a for deliveries would be created on a the private road between the site and the College. A dedicated waste store would be provided at each building core and waste would be moved to the loading bay on collection day. The commercial uses would store waste internally and use the loading bay for collections.

Subject to planning permission, the applicant intends to commence development at the site in July 2022 with an anticipated completion date of August 2025.

The planning submission

This application is supported by the following information:

- Planning and Tall Buildings Statement;
- Landscape Plans;
- Statement of Consultation;
- Design and Access Statement;
- Affordable Housing Statement;
- Archaeology Assessment;
- Broadband Connectivity Assessment;
- Crime Impact Statement;
- Ecological Appraisal;
- Energy Statement and Environmental Standards Statement;
- Fire Strategy Report;
- Flood Risk and Drainage Strategy;
- Ground Conditions Phase 1 and Phase 2 reports;
- Heritage Statement;
- Local Benefits Proposal;
- Noise Report;
- Residential Management Strategy;
- Waste Management and Servicing Strategy;
- Transport Assessment and Travel Plan;
- TV Reception Survey;
- Operational Management Strategy;
- Ventilation Strategy; and
- Viability Assessment.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Construction Management;
- Air Quality;
- Ground Conditions;
- Daylight and Sunlight;
- Townscape and Visual Impact;
- Wind Microclimate;
- Climate Change;
- Human Health;
- Summary of Residual Impacts; and
- Type 1 Cumulative Assessments.

Land Interest Members are advised that the City Council has an interest in the site as landowner and are reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and the Conservation Area

together with being an EIA development. Site notices were displayed. Notification letters have been sent to an extensive area, local residents and businesses. The comments received can be summarised below.

Local residents/public opinion/local businesses

One comment has been received which neither supports or objects to the proposal and suggests that balconies should be included for the apartments as it would improve the living amenity for residents, provides outdoor space to enjoy the summer and acts as natural surveillance on the street below. More developments in Manchester should include balconies which is a policy objective in London.

Highway Services advise that the proposal would be traffic-free. The loss of parking spaces would likely result in a net reduction in the number of vehicle movements accessing the site and so the overall impact of development trips on local highway operation is minimal. The provision of disabled parking and cycle parking is acceptable as are the servicing arrangements. A travel plan is required to encourage sustainable travel options. A construction management plan is required. There would also be a requirement to provide a car club bay, make improvements to footways, rationalise street signage and furniture and review Traffic Regulation Orders.

Environmental Health details of fume extraction and opening hours of the commercial units should be agreed and acoustic attenuation to prevent noise transfer to residential accommodation. Deliveries should be restricted to 07:30 to 20:00, Monday to Saturday. Sunday/Bank Holiday 10:00 to 18:00. A lighting scheme shall also be agreed and details of plant. Details in respect of noise and overheating require agreement for the residential accommodation. The waste management arrangements for the residential accommodation is acceptable. The commercial details should be agreed once the end users are known. The air quality assessment is acceptable subject to the required number of electric car charging points, appropriate dust control measures during construction and agreement of the filter strategy for the vent system. Further details are required about ground conditions to ensure suitable remediation proposal as put in place.

Works and Skills Team recommend a condition requiring a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with management regime and verification report. Evidence of on site investigations are required to demonstrate whether a suspected culvert has been found.

Environment Agency (EA) have no objections and the ground condition report demonstrates that there does not appear to be any significant sources of contamination which would pose an adverse risk to controlled waters. Confirmation should be provided that any wells/boreholes have been suitably decommissioned and this should be demonstrated through a planning condition. The site is in Flood Zone 2, defined as being at risk of flooding and the Flood Risk Standing Advice (FRSA) should be consulted but is considered to meet the criteria. The sequential test should be applied to determine if there are any alternative sites.

Historic England there is no requirement for consultation in this instance.

Greater Manchester Ecology Unit (GMEU) have no objections on nature conservation grounds. The site is of limited nature conservation value. Green infrastructure is proposed including tree and shrub planting which would enhance the ecology and aesthetic value of the site and lead to biodiversity net gain. There is some vegetation on the site which could support nesting birds and no clearance should take place in bird nesting season unless shown to be absent.

Greater Manchester Archaeology Advisory Service (GMASS) intensive developed in the 19th Century would have removed earlier remains of archaeological interest. The foundations of former industrial buildings could survive, particularly the calico printing works that occupied the north eastern part of the area, and domestic and commercial properties along the south western side. Further archaeological investigation is required, and a written scheme of investigation has already been agreed which should be implemented as part of any approval.

Design for Security at Greater Manchester Police a condition should require the scheme to be carried out in accordance with the Crime Impact Statement.

Health and Safety Executive (Planning Gateway One) are content with the proposals.

Aerodrome Safeguarding no objections subject to an informative about crane erection.

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 is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a strategic site in a regeneration area. The proposal would deliver homes and public realm in a highly sustainable location.

SO2. Economy – High quality homes in this sustainable location would support economic growth. The development would support local employment during the construction phases.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. A travel plan is provided with 461 cycle spaces for residents and 26 in the public realm for visitors. There would be 5 parking spaces for disabled people and 187 would be removed. The landscaping includes street trees and planting.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of the area in a strategic regeneration area. The buildings would be high quality and complement existing and recent developments.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal - The proposal would provide homes close to all forms of sustainable transport and the commercial uses would complement and enhance the area.

Policy CC9 Design and Heritage – The proposal is a high quality development.

Policy CC10 A Place for Everyone – The proposal would complement the regeneration of the Boddingtons site and introduce homes to this part of the city centre. It would be fully accessible with car parking for disabled people.

Policy T1 ‘Sustainable Transport’ – A range of public transport modes are nearby, including Victoria rail and tram station.

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

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The accommodation includes 1, 2 and 3 bed homes which would be particularly attractive to families. High quality amenity spaces would be provided for residents with extensive public realm including new links to the Brewery Gardens site. The waste management arrangements include on site recycling.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in the Boddingtons and Great Ducie Street SRFs. It would provide good quality homes in a highly sustainable part of the city. The fabric would be efficient with sustainable features and sustainable drainage.

Policy H3 ‘North Manchester’ – The proposal proposes high density housing in part of North Manchester that fall within the Regional Centre. There would be 1, 2 and 3

bedroom homes which would be attractive to families and meet the spirit of the policy which seeks meet demand for larger homes in North Manchester.

Policy H8 'Affordable Housing' – A viability assessment demonstrates that the development can support on-site affordable housing of 5% or 23 homes. The applicant is working with a Registered Provider who would access grant funding from Homes England to increase the level of affordable housing to 60%. Further details on this and the tenure of the affordable housing is provided in this report.

Policy EN1 'Design principles and strategic character areas' - This high quality scheme would enhance the regeneration of the area.

Policy EN2 Tall Buildings This high quality development would have a positive impact on views into the City and the regeneration of the area. The impact on the Cathedral conservation area and listed buildings has been considered in detail.

Policy EN3 'Heritage' - The harm caused to the historic environment would be outweighed by the public benefits as set out in the report.

EN4 'Reducing CO₂ emissions by enabling low and zero carbon development' – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 'Target framework for CO₂ reductions from low or zero carbon energy supplies' - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low. On site renewable energy would be provided.

Policy EN9 'Green Infrastructure' – The site is of low ecological and biodiversity value. The development would provide street tree planting and landscaping. Green infrastructure in the public realm would improve biodiversity.

Policy EN14 'Flood Risk'- The site is in flood zone 2. A Flood Risk Assessment provides mitigation measures to minimise the impact of flood risk and ensure that the development would not exacerbate flood risk elsewhere. A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the trees and planting represent a significant biodiversity enhancement. No clearance of the limited vegetation should take place during bird nesting season unless birds are shown to be absence.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of activities during construction. The proposal would remove 187 car

parking spaces. Other measures to minimise the impact of the operations of the development include on site travel plan and 461 cycle spaces.

Policy EN17 ‘Water Quality’ - Water saving measures would minimise surface water runoff. The historic use of the site means there is evidence of below ground contamination which could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, ‘Contaminated Land’ – Remediation is required before the site can be developed but ground conditions are not complex. Conditions can be used to protect ground water and ensure the site is remediated.

EN19 ‘Waste’ – The waste management strategy includes recycling within homes.

Policy DM1 ‘Development Management’ - Careful consideration has been given to the design, scale and layout of the building along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations and impact on wind conditions and solar glare.

DM2 ‘Aerodrome safeguarding’ there are no impacts on aerodrome safeguarding as a consequence of this development. An informative shall be erected in respect of crane assembly.

PA1 ‘Developer Contributions’ states that where needs arise the Council will seek to secure planning obligations. An initial affordable housing contribution of 5% on site affordable housing would be secured and a strategy to review this at a later stage including any potential uplift in on site provision from grant funding. For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

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

Saved policy DC18 ‘Conservation Areas’ The proposal would have minimal impact on the setting of the nearby conservation area. This is considered in detail in report.

Saved policy DC19 ‘Listed Buildings’ - The proposal would have minimal impact on the setting of nearby listed buildings. This is considered in detail in report.

Saved policy DC20 Archaeology states the Council will give particular careful consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

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

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

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

Other material policy considerations

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

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

- Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;
- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and

landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

–Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

–Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

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

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

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

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

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 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.

City Centre Strategic Plan 2015-2018 (March 2016)

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

Manchester Strategy (January 2016)

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

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

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

The SRF has established a vision and set of development principles for the area:

- Uses: Create opportunities to deliver a range of complementary uses that will combine to create a distinctive neighbourhood, with a clear sense of place, which will provide life and vitality during the working day and at evenings and weekends;
- Density, Massing and Scale: the scale and massing of building form within the FBB - SRF should respond to existing buildings in surrounding areas, to the indicative proposals contained within the GDS - SRF and to the Old Brewery Gardens scheme;
- Place Making and Public Realm: An appropriate landscaping scheme that creates a positive and welcoming character should be included as part of any development. This should be linked to a legible public realm strategy to create spaces that can be used by learners, residents and visitors to the area.
- Connections: Re-establishing connections through the area is important. Strong connections are crucial for creating a neighbourhood which is attractive to occupants and the consideration of connections should extend to reviewing routes into the City Centre via the existing public highway system.

This SRF goes on to state that the provision of residential units as part of the scheme would contribute towards meeting the required housing needs in the Manchester Core Strategy and support the future growth of the City. It will introduce a critical mass of people in the Strangeways area, which is predominately commercial in nature. This will help support commercial elements brought forward as part of the Study Area as well as existing and future businesses in the wider Strangeways area. Additionally, this will encourage more active uses into the evening which will improve security in the area through increased surveillance.

Great Ducie Street Strategic Regeneration Framework (SRF) (2018)

The Great Ducie Street SRF wraps around the former Boddingtons Brewery SRF. The focus of this SRF is on the surrounding area but underpins the same principles regarding the regeneration of the area into a new, mixed use neighbourhood. The SRF advocates the opportunity to facilitate greater synergies between existing businesses in the framework area and emerging development. The vision is to develop a strong sense of place and community, which reflects the principles of the Boddingtons SRF, to deliver residential accommodation balanced by non-residential uses. The vision also sets out that development should significantly increase the density within this area to something that is commensurate to the scale of development within the city centre.

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. 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 planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 'Delivering a sufficient supply of new homes' states that a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (para 60).

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site in a key regeneration area for 461 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. Viability has been tested and in order to deliver a viable and deliverable scheme to the quality proposed, the scheme could support a 5% affordable housing contribution. It is anticipated that this would increase in the region of 60% through grant funding available to the RP working with the applicant. This is considered in further detail within the report.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 92).

The proposal would be safe and secure. Cycle parking is provided along with disabled car parking only. New public realm and green infrastructure would be provided. 192 car parking spaces would be removed from the site reducing the number of trips on the highway network and on local air quality conditions.

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' (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

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 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public

transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that 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 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel would be secured as part of the conditions of the approval.

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 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; 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; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and 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; the important of securing well designed, attractive and healthy spaces (paragraph 124).

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 125 (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).

The proposal would re-use a brownfield site currently used for temporary surface car parking. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The 461 homes and commercial spaces would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site.

This would be a car free development, with the exception of disabled parking, reducing car journeys from the site.

Section 12 ‘Achieving Well Designed Places’ states that ‘the creation of high quality, beautiful and sustainable 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. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process’ (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design 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 134).

The design would be high quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

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 (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

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.

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. There would be a removal of 192 car parking spaces at the site together with a travel plan and access to public transport encouraging alternative travel choices.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

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; b) the positive contribution that conservation of heritage assets can make to sustainable

communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 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.

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 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits 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 private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Construction Management;
- Air Quality;
- Ground Conditions;
- Daylight and Sunlight;
- Townscape and Visual Impact;
- Wind Microclimate;
- Climate Change;
- Human Health;
- Summary of Residual Impacts; and
- Type 1 Cumulative Assessments.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park.

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

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

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

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

Conservation Area Declaration – Cathedral Conservation Area

The Cathedral area has been the ecclesiastical and scholastic centre of Manchester since the earliest times. Today, the Cathedral and Chetham's Hospital school form the focal point of a wider area notable for the diversity of activities carried on within its bounds.

To the south and east the two buildings, and the confined solemnity of the Cathedral Yard, are effectively separated from the rest of the city centre by a partial ring of Victorian Commercial buildings, including the impressive Corn and Produce Exchange. These all cluster around the medieval street pattern and bounded on the

outside by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach.

To the north and west the Cathedral overlooks Victoria Street and the deep cut of the River Irwell, both of which traverse the area, and beyond, into Salford, to the extensive cobbled forecourt of the disused Exchange Station which forms the western boundary of the area.

The area was designated as a Conservation Area in April 1972 in order to preserve and enhance the quality of the setting of the Cathedral and Chetham's Hospital School.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City's economy continues to grow, more homes are required to fuel and complement it.

Manchester is the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing and the proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining continued growth.

There is long standing aspiration to develop the site and provide homes in a highly sustainable well-connected location and would bring new footfall into the area. The proposal would provide public realm and linkages to the Old Brewery Gardens site. The public realm would include recreational space with seating and hard and soft landscaping.

The 461 homes would be in two blocks of 27, 20, 17 storeys and part 11 and 10 storeys respectively. The one, two and three bedroom homes would be space standard compliant and suitable for and attractive to families. 5% of the homes would be affordable and the applicant is working with a Registered Provider to provide an additional 55% affordable homes. This is considered below.

The ground floor commercial space would be suitable for retail and food and drink. This would include seating areas in the public realm. Active frontages to Great Ducie Street and the courtyard would bring footfall and improve natural surveillance.

The development would deliver significant economic and social benefits. The proposal would be of the highest standard of design and offer the most up to date energy efficiency to provide low carbon scheme.

The development would take 3 years to complete and create 1800 full time equivalent jobs over this period on site and in the supply chain. This would create an

estimated £40million for the Greater Manchester economy and £66 million in supply chains. 43 jobs are expected to be created when the development becomes operational. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal. Council tax revenue is estimated to be £663,338 per annum.

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

Affordable Housing

Policy H8 establishes that development should contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

An applicant may be able to seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; 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 461 homes. The delivery of homes and the regeneration of the former Boddingtons site is a key priority for the Council. The proposal would develop a contaminated, brownfield site used as a temporary car park. The site makes little contribution to the local area.

The site would be developed with a high quality building and associated public realm. The homes would comply with the Residential Quality guide. Active frontages would enliven the area and public realm would include hard and soft landscaping and enhanced linkages connecting adjacent sites. 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. It has been independently assessed and has concluded that it could support on site affordable housing of 23 homes or 5%. 15 of these new homes would be available for affordable rent and 8 would be available for shared ownership.

A benchmark land value of £ 1,365,000 million is within the expected range based on comparable evidence. The Gross Development Value would be £ 136,950,00 and the total costs 110,350,000 which would give a profit of 17.5% on GDV.

The initial contribution would be secured as part of a legal agreement.

The applicant is also working with a Registered Provider, Clarion Housing Group, who is able to access grant funding from Homes England. This would enable a further 55% affordable homes (or 254 homes) to be included at this site. This would provide a total of 60% on site affordable housing. Any improved position would be agreed via an Affordable Housing Statement with the City Council.

Climate change, sustainability and energy efficiency

The would be a low carbon scheme in a highly sustainable location. The construction process incorporates sustainability principles to minimise and recycle waste, ensure efficiency in vehicle movements and source and use of materials.

There would be a net loss of 187 car parking spaces which would remove the majority of the vehicle trips associated with the temporary car park. The development would be car free with the exception of 5 spaces for disabled people and a loading bay. 461 cycle spaces would be provided with visitor spaces within the public realm. Pedestrian linkages would encourage walking and cycling. A travel plan would encourage residents to use public transport and minimise vehicle trips.

The building fabric would be highly efficient. An all-electric approach would be adopted using air source heat pumps and a fabric first approach. The fabric includes efficient mechanical and electrical systems with controls to reduce emissions and low energy lighting and efficient hot water storage. There would also be a 36kWp solar PV array to the roof (175 sqm).

The development would achieve a carbon reduction of 39.779% under Part L 2013. This would exceed the requirements of policy EN6 of the Core Strategy. A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

Green infrastructure includes landscaping, trees, street trees and wildlife habitats to improve biodiversity. This would contribute to mitigating air quality conditions and surface water run off rates.

Townscape and visual impact Assessment

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for*

Landscape and Visual Impact Assessment (3rd Edition) 2013. The magnitude of the impacts (both beneficial and adverse) are identified in the assessment as very large, large, moderate, slight or neutral.

10 key viewpoints, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

Viewpoint 1: View west from Victoria Place, Cheetham Hill Road

Viewpoint 2: View north from junction of Fennel Street and Corporation Street

Viewpoint 3: View north from Victoria Street at Cathedral Yard

Viewpoint 4: View east from A6042 Ring Road

Viewpoint 5: View east from footbridge over River Irwell linking east Phillip Street and Cotteham Lane

Viewpoint 6: View east from A5066 Broughton Bridge over River Irwell

Viewpoint 7: View south east from A56 Great Ducie Street/Bury New Road

Viewpoint 8: View west from Bromley Street

Viewpoint 9: View south west from Bignor Street Park

Viewpoint 10: View south east from Albert Park

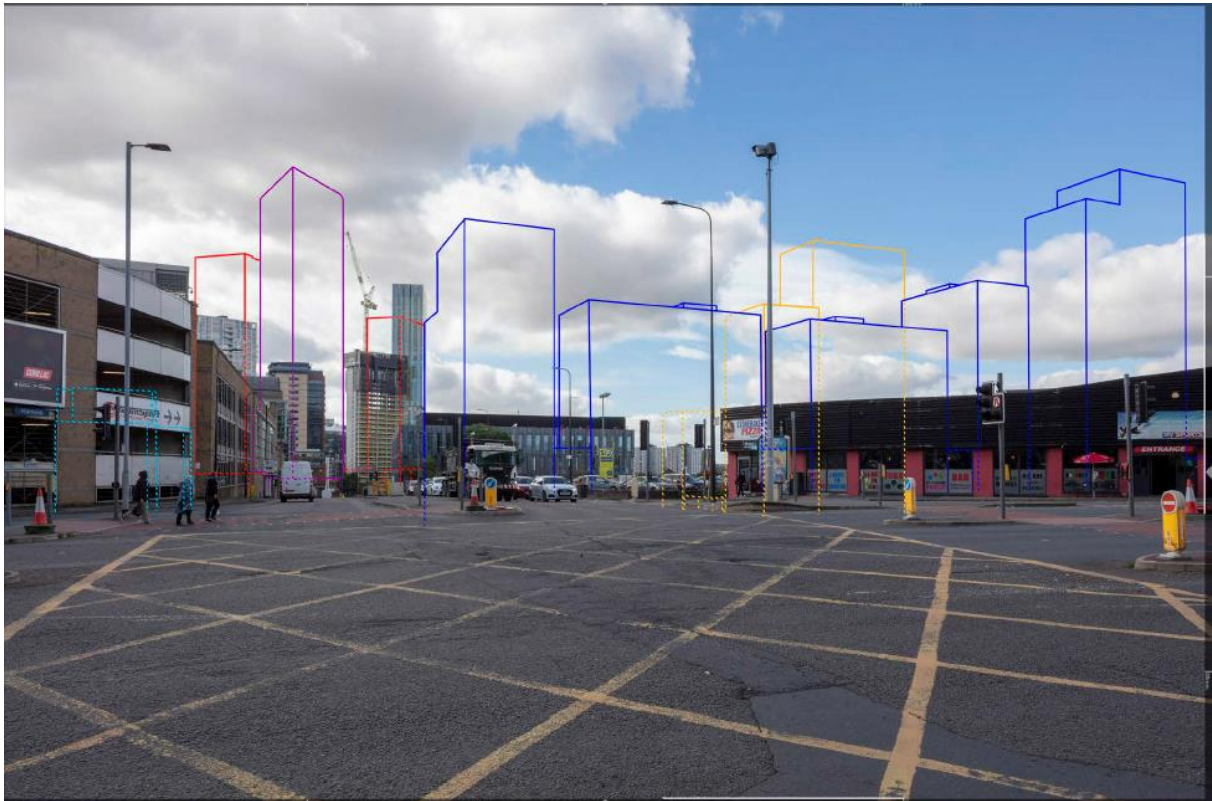
The effect of the development on the above views can be summarised as follows.

View one is on the junction of Cheetham Hill Road and the Ring Road. The junction is busy and accommodates a large volume of traffic. It contains different building types, sizes and uses comprising the Manchester Arena car park, modern residential buildings, Manchester College and older former warehouse buildings associated with Strangeways. The wide nature of the junction shows its cluttered nature which is dominated by highway infrastructure. The quality of the townscape and overall visual quality is considered to be poor.



Viewpoint 1: View west from Victoria Place, Cheetham Hill Road (existing)

The development would only be partially visible above the College building and the proposed Old Brewery Gardens development. It would form part of a cluster of buildings and contribute positively to an enhanced townscape from the new developments. The masonry elevations would respond to the older heritage buildings in the area and offer a high level of architecture. The development would have a positive impact on the townscape and visual amenity.



Viewpoint 1: View west from Victoria Place, Cheetham Hill Road (proposed (cumulative) Proposed development in Yellow

View two is in the Cathedral conservation area at the junction of Fennel Street and Corporation Street within an area of public realm. The modern building associated with the National Football Museum contrast with the heritage buildings of Chetham School of Music. The public realm provides an openness and has a tranquil nature.



Viewpoint 2: View north from junction of Fennel Street and Corporation Street (existing)

The proposal would be partially visible above existing built form and would be viewed alongside the Chethams School of Music. The brick elevations ensure that it complements the older buildings in the view and the high quality architecture adds positively to the townscape.



Viewpoint 2: View north from junction of Fennel Street and Corporation Street (proposed (cumulative))

View three is along Victoria Street close to the entrance with Manchester Cathedral and in the Cathedral conservation area. The Embankment towers dominate with distant views of the Arena. The top of HMP Manchester tower is just visible. Public realm provides a degree of openness and adds quality to this urban townscape. The view has highly sensitive features which contribute positively to its overall quality.



Viewpoint 3: View north from Victoria Street at Cathedral Yard (existing)

The proposal would not be fully appreciated in this view with the lower levels of the building obscured. Its masonry elevations would complement the heritage assets. The listed tower of the prison would be obscured but this is not considered to be a highly sensitive view of it. The development would contribute positively to the townscape and would not result in any perceptible impact on the conservation area and openness of this view.



Viewpoint 3: View north from Victoria Street at Cathedral Yard (proposed (cumulative) Proposed development in yellow

View four is facing Trinity Way on the overbridge of the River Irwell. Views are channelled along the road although there are oblique views of the Irwell and the vegetation in the river valley. The Travelodge and Manchester College are partially visible. Given the dominance of the highway and the associated infrastructure, the view has a low contribution to the townscape.



Viewpoint 4: View east from A6042 Ring Road (existing)

The proposal would not be fully appreciated in this view, with the lower part obscured by vegetation. The taller elements would be highly visible where the high quality architecture, masonry elevations and deep window reveals would be fully appreciated. The height of the building provides a transition in heights towards the taller city centre developments, particularly when seen in the emerging context with Old Brewery Gardens and other developments. The proposal would contribute positively to the city sky line adding much needed built form and coherence.



Viewpoint 4: View east from A6042 Ring Road (proposed (cumulative))

View five is west of the site on the footbridge that crosses the River Irwell and connects the residential and commercial areas of East Phillip Street with the industrial area of Cotterham Lane. Views are channelled along the river which is dominated by vegetation. Taller buildings can be seen above the trees. The Travelodge and Manchester College are partially visible amongst the vegetation. The view is relatively open and is not a highly quality view from which to appreciate the city townscape.



Viewpoint 5: View east from footbridge over River Irwell linking east Phillip Street and Cotteham Lane (existing)

The proposal would be partially obscured by dense vegetation. Its upper levels would be visible with a variation in building heights evident together with the robust masonry and high quality architecture. There would be limited change to the view but the proposal represents a positive addition to the city skyline, particularly when seen in the emerging context with Old Brewery Gardens which adopts similar elevational treatment.



Viewpoint 5: View east from footbridge over River Irwell linking east Phillip Street and Cotteham Lane (proposed (cumulative) proposed development in yellow

View six is west of the site on the bridge over the river Irwell that carries traffic. It is dominated by the river corridor and provides views towards the city centre. Vegetation dominates the view together with built form associated with Greyfriar Court. Taller buildings in the city centre are visible.



Viewpoint 6: View east from A5066 Broughton Bridge over River Irwell (existing)

The proposal would be seen in a cluster of proposed buildings, including Old Brewery Gardens, which would provide a positive contribution to the skyline. The massing and elevations of its upper sections would be evident adding quality architecture.



Viewpoint 6: View east from A5066 Broughton Bridge over River Irwell (proposed (cumulative) proposed development in yellow

View seven is along Great Ducie Street and dominated by the highways and infrastructure. The Travelodge is the dominant building with the shop signage associated with the low rise building. HMP Manchester is visible but is not representative of the more sensitive elements of this heritage asset. The character of the view is poor due to the visual cluster and quality of the some of the built form.



Viewpoint 7: View south east from A56 Great Ducie Street/Bury New Road (existing)

The proposal would be a highly prominent feature. Although its lower levels would largely be obscured by the Travelodge, the change in height and massing of the upper levels would clearly be evident and adds to the quality of the city centre skyline. Emerging development such as Old Brewery Gardens, highlights the positive effect of the regeneration of the Boddingtons site on the city centre and its skyline. The views along this section of carriageway would be improved due to the high quality nature of the architecture and improvements to public realm.



Viewpoint 7: View south east from A56 Great Ducie Street/Bury New Road (proposed cumulative)

View eight is along Bromely Street with the foreground characterised by fencing and visual clutter associated with the surface level parking. It is not a high quality view of the city centre skyline due to the poor quality nature of the vacant land. However, the changing nature of the city centre skyline is evident with tall building and cranes.



Viewpoint 8: View west from Bromley Street (existing)

There would be no view of the proposal due to the emerging context. Tall building at Victoria North would obscure long range views. A cluster of new and emerging developments would be seen from this vantage point.



Viewpoint 8: View west from Bromley Street (proposed (cumulative))

View nine is in Bignor Street Park with the foreground dominated by the park which is lined by mature trees. HMP Manchester tower is visible and in the background are the taller buildings in the city centre.



Viewpoint 9: View south west from Bignor Street Park (existing)

The proposal would not be highly visible being screened by vegetation and existing or proposed built form. A small proportion of its upper levels are evident and would form part of the cluster of tall buildings. This would contribute positively to the emerging city centre skyline.



***Viewpoint 9:View south west from Bignor Street Park (proposed (cumulative))
proposed development in yellow***

View ten is in Albert Park which dominates the view along with mature trees. Taller buildings of the city centre are just evident with the Anaconda Cut Residencies form the tallest element in the view. The view does not present a sensitive vantage point from which to view the city centre skyline.



Viewpoint 10: View south east from Albert Park (existing)

The proposal would be largely obscured, set within a cluster of existing and proposed buildings. The top would just be visible and would not impact on the park or the townscape setting.



Viewpoint 10: View south east from Albert Park (proposed (cumulative) proposed development in yellow

The development would form a large and significant development in the Boddingtons SRF and contribute positively to its regeneration. The removal of a low quality surface level car park would have an overall beneficial impact.

The impact of the height would not be unduly harmful on visual amenity or the city scape. In all instances, the proposal have a positive impact on the skyline, including its cumulative impact with Manchester College and the proposed Old Brewery Gardens. The high quality architecture and materials would create a distinctive development that complements the industrial heritage of this area.

There are instances where the building would be seen in the context of heritage assets such as listed buildings and the Cathedral conservation area. The impacts a considered to be very low level and would not affects the character, appearance and setting of the conservation area as a whole or setting of individual listed buildings.

This low level of harm is outweighed by the substantial regeneration benefits that the development of such a high quality scheme would deliver. This is considered in detail elsewhere in the report.

Impact of the historic environment and cultural heritage

The site is not in a conservation area and the Cathedral conservation area is nearby and listed buildings which could be affected include: HMP Manchester Gatehouse (Grade II), North Bridge (Grade II), Victoria Station (Grade II), HMP Manchester main prison block (Grade II), 19 Cheetham Hill Road (former Synagogue) (Grade II), Manchester parcel post office (Grade II), Stephenson Bridge (Grade II), Middle Bridge (Grade II), Manchester Cathedral (Grade I) and Chethams Hospital School (Grade II). there are no listed buildings on the site.

The site is not a heritage asset and it has a neutral contribution to the character and appearance of the area. There is a historical and social link given its former as Boddingtons Brewery, however, all above ground evidence of the brewery has since been removed.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact on listed buildings in close proximity to the site and the Castlefield conservation area as required by paragraph 128 of the NPPF. The impact on the setting of these heritage assets, was also evaluated in the 10 views identified in townscape assessment above.

The focus of the Cathedral conservation area is the Cathedral and the Chethams Hospital School. The conservation area was the ecclesiastical and scholastic focus of the settlement of Manchester from the medieval period onwards. It is not only the imposing structures of the Cathedral and Chetham School that is relevant to the medieval origins, but there is also evidence of a medieval street patterns (although altered) which is still legible. Other important buildings include the Victorian Corn Exchange, Manchester training College, Mynshills House and the Old Wellington Inn. Recent improvements have been made to the public realm in and around the Cathedral along with new developments.

The listed buildings which are deemed to be affected by the development are as follows:

HMP Manchester Gatehouse (Grade II) on Southall Street was built using red brick with stone in a Romanesque style. It is three storeys with a central large round arched entrance flanked with semi-octagonal turrets, and a slate roof. A two storey wing is situated to the left, which was built in a matching style and includes a bay window and gabled porch.

North Bridge (Grade II) was constructed in 1893 and is the most recent of three railway bridges to Victoria Station. The bridge is of iron plate girder construction with cast iron parapet. The girders are hunched at the side to allow for the passage of traffic below while providing sufficient support from the brick abutments to either side.

Victoria Station (Grade II) was the western terminus of the Manchester and Leeds Railway Company's trans Pennine line and was constructed in 1844. The station also the rear concourse with restaurant and booking hall. The building is of Italianate style. The station has been extended and altered in the 19th Century including additional storeys and buildings to the main station building and two new through platforms to the north and a covered bay platform of the former burial ground site at Walker's Croft (which were undertaken in 1864). Further extensions took place between 1894 and 1908 and reflected the styles of the time including neo-baroque and art nouveau. Recent modernisation has also taken place at the station.

HMP Manchester main prison block (Grade II) matches the Romanesque design of the gatehouse and is also constructed in red brick with stone dressing. The layout of the prison comprises of six wings radiating from a central concourse. Five of the wings serve as a four storey high cell blocks with the remaining wings in two storey facing the gatehouse.

19 Cheetham Hill Road (former synagogue) (Grade II) was originally a Methodist chapel built in 1840 and subsequently used as a synagogue and warehouse. The building is rectangular in plan and comprises two storeys built in Classical style. It has a central projecting bay with pediment, pilasters and arched portal which contains a doorway.

Manchester Parcel Post Office (Grade II) was built in 1894 and is currently occupied as a warehouse having been modified in the late 20th century. The building is constructed of red brick with moulded brick and terracotta detailing, slate roof and glazed courtyard canopy. The building is irregular in plan and occupies a triangular

site bounded to the south west by the river Irwell, to the north by New Bridge Street and to the south east by Mirabel Street.

Stephenson Bridge (Grade II) and was built in 1844. The bridge is one out of three bridges that carries the railway line to Victoria Station. It is the earliest of the three bridges. The bridge has two cast iron arches carrying the railway line over Victoria Street, supported by masonry abutments, with brick arches between the two main spans on the north side. A later addition, built in 1884, on the south side is of plate girder construction with a cast iron parapet, which spans the road and river. Its later extension form part of the longest passenger platform in Europe until the adjoining Manchester Exchange Station was close in 1969. The platform survives without its canopy.

Middle Bridge (Grade II) comprises iron girders resting on brick and masonry abutments to either side of the road, and supports cast iron parapets decorated with bands, from the base, of continuous arches, key patterns, raised panels divided by ionic pilasters and foliage swags.

Manchester Cathedral (Grade I) is an imposing sandstone structure designed in the Perpendicular style and located on the south side of the Cathedral conservation area. The structure has been the subject of re-building and alterations over the years but a substantial amount of fabric dating to the 15th and 16th centuries remain including 15th century choir stalls, a 15th century screen in the Lady Chapel and a 16th century pulpitum.

Chetham's Hospital School (Grade II) is a renowned school of music. The school is constructed around a large rectangular courtyard and is built in the Perpendicular style reflecting the ecclesiastical character of the Cathedral. The building retains details such as 4 centred arched openings and foiled lights to the windows.

There are also non-designated heritage assets in the area notably the Former Globe Works, Clarence Hat Works and former Motor Works together with the remains of the Dutton Hotel and period walls and cobbles.

The heritage assessment provides a detailed consideration of the impact on the historic environment particularly where they are seen within key views. The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to be either major, moderate, minor or not effect.

The heritage assets have been considered within the 10 key views through the visual impact assessment. The conclusions and impacts on each are:

HMP Manchester Gatehouse is being appreciated from Carnarvon Street. The former Globe Works building fronts the street opposite the gatehouse. Other views of the listed structure are restricted. The main view of the listed structure looks away from the development and therefore the setting of the gatehouse would not be effected by the proposal.

North Bridge would not be affected by the development. The main feature of interest are the decorative panels which would remain legible.

19 Cheetham Hill Road front façade is the most significant feature of the building, is located 260 metres from the site and is surrounded by mid to high rise built form. The proposal would contribute to the cluster of taller buildings in the area having only a minor impact on the setting of the listed building.

Manchester Parcel Office is best appreciated looking east and south east from New Bridge Street and looking west from Mirabel Street. There is a gap of 300 metres between the listed building and the site with existing mid to high rise developments clustered around it. The proposal would have no effect on the listed building.

Stephenson Bridge's north west panel is visible from a small gap between Middle Bridge and the south east panel from Victoria Street which is a key viewpoint of the listed building. The proposal would be seen in the same context as the listed building but the significance of the bridge would remain legible and understood resulting in a minor effect to its setting.

Middle Bridge is masked by North Bridge and Stephenson Bridge. The only view of the bridge is standing either side of the structure where its decorative panels can be appreciated. The proposed development would have no effect on this listed structure.

Victoria Station is best viewed from Hunts Bank. There is a distance of approximately 300 metres from the listed building to the site. The proposal would have no effects on the listed building.

HMP Manchester main prison block would not be affected. The only element of the listed building which is visible is the pointed roof of the hexagonal concourse which is at the centre of the prison block. The remainder obscured by the high perimeter wall. There is considerable distance between the listed building and the site which means there would only be long ranging views where the listed building and the proposal would be seen.

Manchester Cathedral is surrounded by a varied urban landscape. There is a spacious feel to the grounds of the listed building provided by surrounding public realm. The Cathedral is not best appreciated by wide ranging views due to the character of the area. There would be views towards the site from the Cathedral where a varied skyline is already evident. The proposal would become part of this skyline. The listed building would remain legible but there would be a minor effect on its setting through additional built form to the skyline.

Chetham's Hospital School are also set within a heavily developed urban environment. There are views of the complex from Long Millgate and the Cathedral Gardens area where the south west wing is experienced. Part of the west elevation are also visible along Victoria Street. these viewpoints would not be affected.

There would be no effects on the non-designated heritage assets of the former Globe Works, Former Clarence Hat Works and former Motor Works. These assets are some distance from the site and would remain legible and understood in their existing context with the proposal forming part of distant townscape views.

There would be a minor effect on the conservation area. The spacious setting of the Cathedral contrasts with the dense urban grain of the wider conservation area. As such views of the conservation area are restricted. The proposal would form part of the views of the Cathedral facing north from Victoria Street. However, the development would form part of an establish skyline of taller buildings and therefore not have a direct impact on the significance and character of the conservation area as a whole which would remain legible and understood.

This major development would be seen in the same context of a number of heritage assets. There are only a small number of instances where a low level of *less than substantial harm* occurs, as defined by paragraph 202 of the NPPF. These are in relation to certain views within the conservation, the setting of the Cathedral and 19 Cheetham Hill Road. There are other instances where the development would be seen in long ranging views of listed buildings but their significance would remain legible and understood from key view points.

In all instances the heritage assets would remain legible and understood and outweighed by the substantial regeneration benefits that this development would bring. It is considered that this proposal would provide the public benefits required by the paragraph 202 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in instances of low level harm through minor changes to certain views with the Cathedral conservation area and a number of listed building identified in this report. These impacts are considered to result in a low level of less than substantial harm.

In these circumstances, it is necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the important the asset, the greater the weight should be) (paragraph 199 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. The proposal would create instances of less than substantial harm as defined within. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

This is a development site, as defined by policy SP1 of the Core Strategy, in one of the City's key regeneration areas. Its current use as a surface level car park has, at best, a neutral impact on the local area and the surrounding heritage assets. This proposal would regenerate this key site in line with Council policy and bring new homes to a neglected part of the city centre in order to create a new residential neighbourhood.

The architecture and place making would enhance the area and provide 461 homes. 60% of the homes would be affordable (either shared ownership or affordable rent) through a combination of developer and Homes England subsidy. There would also

be new public realm including enhanced pedestrian links through the site to the Old Brewery Gardens development from Great Ducie Street.

New residents would bring household spending to the area and 41 new jobs directly associated with this development. Council tax would generate an estimated £663,338 per year.

Over a 3 year construction programme, 1800 jobs per year would be created. Based on the average GVA per full time employee this would result in £40 million over the construction period to the Greater Manchester economy and a further £66 million in the supply chains.

The development would also meet sustainability objective and offer a highly efficient building fabric meeting low carbon objectives.

The proposal would also see the creation of new public realm including landscaping and tree planting which would improve pedestrian and cycle links in the area, drainage benefits and improve biodiversity and wildlife habitats.

The visual and heritage assessments show a low level of harm to the heritage assets in most instances as the development would only be viewed in the same context as them. The level of harm would be low level as the significance of the heritage assets would remain legible and understood both individually and where there is group value. The development is also of a high standard of architecture including active street frontages.

Mitigation and public benefits are derived from the realisation of key site in the SRF areas. The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

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 S66 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 paragraph 202 of the NPPF.

Impact on Archaeology

An archaeology assessment indicates that whilst the site has been the subject of previous development activity in the 19th Century, there could be below ground remains which require consideration associated with the foundations of former industrial buildings, particularly the calico printing works which occupied the north eastern part of the area, together with domestic and commercial properties along the south western side.

GMAAS concurs with the conclusions drawn from the desk-based assessments and recommends that the site is subject to intrusive archaeological investigation in advance of development taking place in line with the written scheme of investigation.

This should be a condition of any approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Visual Amenity

The development would deliver the objectives of the SRF including improving the street level environment, creating high quality public realm, including connections, and high quality buildings.

The site would comprise two distinct buildings, A and B, enclosing a central landscaped courtyard. A pedestrian route from Great Ducie Street through the site and connecting to the public realm in the Old Brewery Gardens development would be established. There would also be a separate access from the private access road shared with the college to this central courtyard. Commercial spaces would be located along Great Ducie Street and at the south east and south west corners of the public realm.



Building entrance from Great Ducie Street

The central courtyard has been designed as a 'pocket park' where residents and visitors can walk, cycle and sit and experience the trees, planting and improved connectivity in this part of the city centre away from busy main roads and streets. Along the eastern edge of the courtyard a flexible residents lounge and co-working space is proposed that would open out on the courtyard and add positively to the natural surveillance and activity of this space.

Great Ducie Street is defined by building A which forms a linear rectangular block. Building B fronts the public realm to the east forming a U shape around the central courtyard. The ground floor would enhance the experience of residents and visitors. Active frontages for commercial spaces, with associated shop fronts, would line Great Ducie Street together with corner commercial units on the south east and south west forming dual aspect spaces.

Building A and B are joined on the norther edge of the site by a single storey cycle store and to the south by shared spaces that needs to be close to the private service road shared with the college for refuse and servicing. This service road includes the 5 disabled parking spaces and loading bay for deliveries. There are cycle stands in the public realm. Street trees would enhance the public realm.



Ground floor layout including central courtyard

The upper floors of the buildings would comprise the residential accommodation. The floor plate for building A repeats at each level until the 11th floor which is set back on the norther elevation. The floor plate for building B repeats to the 16th floor after which the northern portion is set back and forms an external residents terrace. The smaller floor plate then continue up to the 27th floor.

A south facing residential rooftop space at the 20th floor of building B would provide private outdoor space for residents with planting, seating and recreational activities. A glazed screen would minimise the impact of wind.

The height and massing of the building ranges from 27, 20, 17 storeys, to the rear of the site, and 11 and 10 storeys, fronting Great Ducie Street. The scale of buildings in the area varies.

The proposal differs from the SRF with north south orientated buildings parallel to Great Ducie Street. This would activate the frontage into the city centre with the massing stepping away from the street edge. The orientation of the building improves the available light into the apartments.

Additional height is proposed to building B next to the Old Brewery Gardens development which complements the taller elements of this development providing a coherence at the site.

The elevations have a solid plinth for the commercial and ancillary spaces with masonry to the upper levels. Red brick would be used throughout and two different mortars colours would express the ground and upper floors. Pre-cast concrete would be used for the cills and banding to provides more articulation. The metalwork would be coloured amber.

The shop fronts would be glazed with precast surrounds and louvres. All the metal work would match that proposed at the upper levels. A dark mortar would be used to express the solidity of the plinth element.



Shop front design (corner of Great Ducie Street and access road)



Bay study for shop fronts

The repetition of the upper floor elevations would provide a coherent and robust design. The two and three storey bays would provide rhythm and articulation. The bays groups have vertically aligned windows and balconettes whilst precast cills add a horizontal element to the façade and express the top and bottom of each bay.





Bay study showing two storey order

Deep window reveals would provide depth to the façade. Vents would be concealed in soffits to ensure that the facades and windows remain uncluttered. The windows and balustrading would be the same colour as the metal work found elsewhere within the building.

The parapet would be framed with a pre-cast cap which would form a horizontal detail around the top of the building and complement the pre-cast at each from the building and around the shop fronts.

This high quality proposal would complement other development at the former Boddingtons site. The siting, scale and appearance would create a coherent development set in public realm. A link from Great Ducie Street to the Old Brewery Gardens would enhance the pedestrian environment.

Conditions would ensure that the development is delivered to the required standard.

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

The proposal would enhance the environment with landscaping, planting and public realm. An arrival point would be created from Great Ducie Street in building A and draw residents and visitors to the public realm. Grass areas with contoured landscaping would provide interest and a place to sit below the tree canopies. A secure residents cycle store would be created to the north of the courtyard with coworking spaces for residents spilling out onto the north eastern corner of the public realm along.



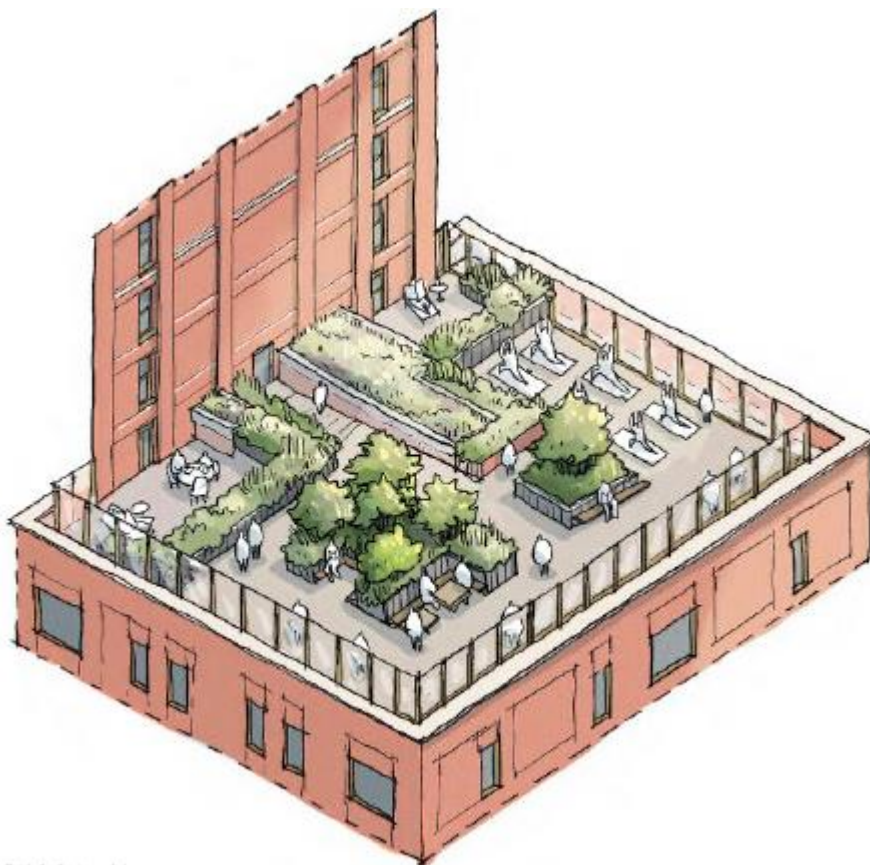
Landscaping and public realm proposal

Trees and planting would add to the biodiversity at the site and would be SuDs adapted providing surface water management benefits. Paved areas which would complement the brick work on the building.



Image from within the proposed central courtyard

A podium roof terrace would provide residents in building B with informal space for recreation and seating together with planting.



Podium for residents within building B

Street trees are on the new access road with Manchester College providing enhancements at street level.

Final details would be agreed as part of the planning conditions to ensure that the public realm is delivered to an appropriate standard with a landscape management plan for the future maintenance of the areas.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology given the limited ecological value of the car park. Measures would be required to minimise the impact on bird nesting season by removing trees outside of this period unless birds are shown to be absent.

The proposal would include green infrastructure with tree planting and shrubs. Bird and bat boxes should be included. These measures would lead to a biodiversity net gain and attract birds and bats and other wildlife. Greater Manchester Ecology Unit (GMEU) concur with its findings. A condition would agree final details to comply with policy EN9 of the Core Strategy and ensure a biodiversity gain.

Effects on the Local Environment/ Amenity

- (a) Sunlight, daylight, overshadowing and overlooking

An assessment has established the likely significant effects of the proposal on daylight and sun light received by properties around the site. Consideration has been given to any instances of overlooking which would result in a loss of privacy.

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

The following properties were assessed:

- Old Brewery Gardens (118831/FO/2018); and
- Travelodge.

The assessment has considered other adjacent residential properties but due to the distance and orientation from the site they are unlikely to be affected. There are also no amenity areas located close to the site.

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

Old Brewery Gardens Construction has not commenced on this development. Given the current use of the site for surface parking, the Old Brewery Gardens site benefits from higher levels of daylight and sunlight than many other city centre developments. A small proportion of windows/rooms would be affected with some being bedrooms. Whilst it is acknowledged that there would be a minor adverse impact on this development, it is not considered unduly harmful to warrant refusal of this planning application.

Travelodge 101 windows were assessed to 101 rooms. Currently 45 windows meet the VSC criteria. This would reduce to 12 as a result of the development. 35 would experience an alteration between 20-30%, 38 an alteration between 30-40% with the remaining 16 an alteration excess of 40%.

80 (79%) of the 101 rooms would meet the BRE criteria. 11 would experience an alteration between 20-30%, 7 an alteration between 30-40% with the remaining 3 rooms an alteration in excess of 40%.

The Travelodge is a hotel and therefore its occupants are transient and do not reside in the building for significant periods of time. Whilst there would be a minor adverse impact on this property, given its commercial use it is not considered that the impact would be unduly harmful to warrant refusal of this application.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable.

(b) TV reception

A TV reception survey has concluded that there is likely to be minor interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

The majority of the site is in the Greater Manchester Air Quality Management Air (AQMA), and adjacent to the Salford AQMA, where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site was previously developed and is close to homes.

There are homes, businesses, educational facilities and recreational areas which could be affected by construction traffic and that associated with the completed development. 14 locations were identified in the air quality assessment within 200 metres of the site. These are all highly sensitive for the purposes of considering air quality impacts.

The application assesses the potential effects during construction of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts of the completed development has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

Both the construction and operational impacts of the development on air quality have been considered.

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. There would be emissions from construction traffic which will enter the site from Great Ducie Street. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

The impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured through the construction management plan condition.

Consideration has been given to the impact of the air quality conditions on the future occupants of the development and the surrounding area when the development is occupied.

The building design and layout places commercial and non residential uses at the ground thus minimising residential accommodation at the upper levels emissions from the surrounding road network.

Although the development would generated traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}).

This is a car free development, with the exception of 5 spaces for disabled people and would result in a net reduction of 187 car parking spaces. There would be over 461 cycle spaces and enhanced pedestrian and cycle links. A travel plan would promote and encourage public transport use and reduce vehicle trips.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the homes are occupied. A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. A study area of 400 m radius around the site was established. The assessment considered mitigation measures to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios (including existing conditions) have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The current wind conditions, for pedestrian safety and comfort, are within an acceptable limit with the exception of the south bound bus stop on Great Ducie Street which is a category windier than would be recommended for its intended use.

The proposal would have an impact on the wind conditions in and around the site would remain appropriate for their intended use. The conditions at the south bound bus stop on Great Ducie Street are expected to become calmer with the development in place which would make it suitable for its intended use.

There is a requirement for a 2 metre solid canopy, extending across the courtyard side of the eastern entrance passageway, to ensure this area within the centre of the site is suitable. In addition, 50% proposed pergola within the courtyard should be 50% porous.

Noise and vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing.

Noise levels from the construction would be acceptable provided that the operating and delivery hours are adhered to along with an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

When the development is occupied, the acoustic specification of the apartments would limit noise ingress from the main sources of external noise, particularly from nearby roads, and from ground floor commercial accommodation.

A mechanical ventilation system and appropriate glazing would ensure that noise levels in the apartments are acceptable and the apartments do not overheat. Further details are required in this regard which should be agreed by a condition and be the subject of verification prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Residents would take their waste to dedicated waste stores on the ground floor of each building core. There are three dedicated stores with two waste collection stores. 200 sqm of waste storage is required for the waste generated. The proposal would create 363.61 sqm of space across its five storage rooms with an additional 164 sqm for bin access and transportation.

Residents would be encouraged to recycle as much waste as possible and therefore each store would provide waste bins to do this. The bins provided in the waste store would be as follows: General waste (comprising non-recyclable waste); Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin); Glass recycling; and Organic recycling

Each apartment would be provided with four bins for general waste, mixed dry recyclables, glass and food. The residents would store and segregate waste into four main streams in their apartments before taking it to the closest communal waste storage room. The management company would monitor the bin usage within the stores and would take the bins to the collection point on collection day.

Environmental Health have considered the waste management arrangements for the residential element of the scheme and found it to be acceptable.

The commercial waste would be divided in three main streams with the addition of organic recycling if required by the future uses: General waste (non-recyclable waste); Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin); and Glass Recycling.

Waste for the commercial units would be stored within dedicated stores within each commercial use. Environmental Health accept the proposals for commercial uses in principle but recommend this is reviewed again once the users of the commercial units are known.

Accessibility

All main entrances would have level access. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. There would be 5 dedicated parking space for disabled people created along the shared access road with the college.

Flood Risk/surface drainage

The site is primarily situated in Flood Zone 2 (indicating between a 1 in 100 and 1 in 1,000 annual probability of flooding).

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

A Flood Risk Assessment identifies minimum floor levels to mitigate against flood risk and a condition would ensure that the development is carried out in accordance with this document.

As the site is in Flood Zones 2. The Sequential Test is required (and where applicable the Exception Test) as outlined in the NPPF and NPPG. The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites appropriate for the development, in areas with a lower risk of flooding.

The site is a long-standing regeneration priority and is identified for development in the Boddingtons Brewery SRF and Great Ducie Street SRF. This brownfield site could accommodate high density housing and deliver 461 homes, including affordable housing, and contribute positively to the Councils housing and affordable housing supply. There are no other reasonable alternative sites in this location capable of delivering that level of housing and the associated public benefits.

Developments in Flood Zone 2 are not unacceptable. Mitigation has been provided in respect of the finished floor levels. Residential accommodation in any event is situated in the upper floors with commercial and ancillary spaces on the ground floor. The public benefits would be significant and meets the requirements of the Exception Test. Management would ensure that users would not be vulnerable.

The green infrastructure would provide sustainable measures to manage surface water. Final details of the surface water drainage scheme are to be agreed by condition.

The Flood Risk Management Team and the Environment Agency have no objection to the proposal on the basis of the flood mitigation measures being put in place (finished floor levels and flood resilient design and an evacuation plan) with final details of a drainage scheme.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that these flood risk mitigation measures and a drainage plan forms part of the conditions.

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

A transport statement notes that all sustainable transport modes are nearby. This would be a car free development with the exception of 5 bays for disabled people and a loading bay positioned on the private road shared with Manchester College. The parking spaces would be fitted with an electric vehicle charging point. A barrier and bollards is required to this access to restrict access. Resurfacing or footways are also required once the development is complete.

Modelling undertaken demonstrates that the vehicle movements associated with development can be accommodated on the highway network.

100% cycle provision is proposed for residents with visitor spaces in the public realm. A travel plan would support the travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored.

The proposal are considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. A recommended condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation. The ground conditions are not complex so as to prevent

development provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Aerodrome Safeguarding

There would be no aerodrome safeguarding concerns in respect of this proposal. An informative about the use of cranes during construction should be imposed.

Construction management

Construction is expected to start at the site in July 2022 and complete in August 2025. The site would be secured by a solid hoarding. Vehicle access to the site would be from Great Ducie Street connecting to the shared service road with the college. There would be no dedicated on site parking with works encourage to use public transport.

Wheel washing would ensure that delivery wagons leave the site clean and there would be regular cleaning of Great Ducie Street with sweepers.

Vehicles delivering or collecting from the site would approach and leave via Great Ducie Street. All vehicles would exit right from the development towards the M60 and therefore avoid Trinity Way.

A traffic management plan would be in place throughout the development to minimise the impact on the highway network and ensuring that vehicles are marshalled safely back onto Great Ducie Street.

All deliveries to site would be undertaken through an electronic Delivery Management System (DMS), managed by the construction logistics team, with all deliveries allocated to a specific time slot. This would help minimise the impact on the local highway network.

Due to the limited area available within the site footprint the proposed use of pit lanes, to enable the delivery of materials, would be required on the service road shared with Manchester College.

The service road is currently being used to support the construction of the Manchester College. To avoid congestion (to both projects and neighbouring developments) consultation between the contractors would be required to minimise and coordinate the use of this space.

Dust mitigation measures would be employed in the interest of air quality and plant and equipment would be fitted with silencers and would take place during working hours only. Construction waste management would be in place at all times.

The work would take place close to homes and existing businesses and comings and goings are likely to be noticeable. However, these impacts should be only associated with the length of the construction, are predictable and can be mitigated against. A condition requires a construction management plan to be agreed which would include

details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition requires the final construction management plan to be agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control.

A number of queries raised by the HSE have been addressed during the course of the application to their satisfaction and the HSE have confirmed they are content with the proposal at Gateway One.

It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

Permitted Development

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

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an initial affordable housing contribution and provision for the agreement of an affordable housing statement in respect of affordable housing as explained in the paragraph with heading “Affordable housing”.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

This site in the former Boddingtons SRF is suitable for a high density development. The development would provide 461 homes and contribute to housing supply in the City and population growth. Up 60% of the homes would be affordable with affordable rent and shared ownership.

There would be one and two bedroom homes with ancillary amenity spaces, and active ground floor uses. The siting, scale and appearance would contribute positively to the changing context and would complement the Manchester College and Old Brewery Gardens developments.

The removal of the surface car park would be beneficial. The building would be of a high standard of sustainability. The buildings would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply at the site and carbon reductions.

Consideration has been given to the impact of the development on the local area including homes, businesses, road and recreational areas and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The buildings and its facilities are fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the conservation area and a small number of listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the substantial public benefits which would delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraph 202 of the NPPF).

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Minded to Approve subject to the signing of a Section 106 Agreement in respect on securing an initial affordable housing contribution and an affordable housing statement

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development and impact heritage assets. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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

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

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

Reason – The development would be delivered and occupied on a phased basis and details should be agreed pursuant to policy SP1 of the Manchester Core Strategy (2012).

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

Drawings

A3564-ASA-XX-XX-DR-A-0101, A3564-ASA-XX-XX-DR-A-0200 00, A3564-ASA-XX-XX-DR-A-0201, A3564-ASA-XX-XX-DR-A-0206, A3564-ASA-XX-XX-DR-A-0207, A3564-ASA-XX-XX-DR-A-0211, A3564-ASA-XX-XX-DR-A-0212, A3564-ASA-XX-XX-DR-A-0213, A3564-ASA-XX-XX-DR-A-0217, A3564-ASA-XX-XX-DR-A-0220, A3564-ASA-XX-XX-DR-A-0221, A3564-ASA-XX-XX-DR-A-0227, A3564-ASA-XX-XX-DR-A-0300, A3564-ASA-XX-XX-DR-A-0301, A3564-ASA-XX-XX-DR-A-0302, A3564-ASA-XX-XX-DR-A-0303, A3564-ASA-XX-XX-DR-A-0400, A3564-ASA-XX-XX-DR-A-0401, A3564-ASA-XX-XX-DR-A-0402, A3564-ASA-XX-XX-DR-A-0403, A3564-ASA-XX-XX-DR-A-0404, A3564-ASA-XX-XX-DR-A-0405, A3564-ASA-XX-XX-DR-A-0500, A3564-ASA-XX-XX-DR-A-0501, A3564-ASA-XX-XX-DR-A-0502, A3564-ASA-XX-XX-DR-A-0503, DN0107-EXA-ZZ-20-DR-L-00103, DN0107-EXA-ZZ-20-DR-L-00301, DN0107-EXA-ZZ-GF-DR-L-00101, DN0107-EXA-ZZ-GF-DR-L-00102, DN0107-EXA-ZZ-GF-DR-L-00300, DN0107-EXA-ZZ-GF-DR-L-00600 and DN0107-EXA-ZZ-GF-DR-L-00700 stamped as received by the City Council, as Local Planning Authority on the 6 December 2021

Supporting Information

Landscape Plans prepared by Exterior Architecture, Statement of Consultation prepared by Deloitte LLP, Design and Access Statement prepared by Assael Architects, Affordable Housing Statement prepared by Deloitte with input from Latimer Development Group, Archaeology Assessment prepared by Salford Archeology, Broadband Connectivity Assessment prepared by GTech, Crime Impact Statement prepared by Greater Manchester Police, Ecological Appraisal prepared by The Ecological Consultant, Energy Statement and Environmental Standards Statement prepared by Wallace Whittle, Fire Strategy Report prepared by Ofr Consultants, Flood Risk and Drainage Strategy prepared by SGI Engineers, Ground Conditions Phase 1 and Phase 2 prepared by e3p, Heritage Statement prepared by Salford Archaeology, Local Benefits Proposal – Statement of Intent prepared by Latimer Development Ltd, Residential Management Strategy prepared by Clarion Housing Group, Waste Management and Servicing Strategy prepared by Curtins, Transport Assessment and Travel Plan prepared by Curtins, TV Reception Survey prepared by Gtech, Operational Management Strategy, Ventilation Strategy prepared by Wallace Wittle and Viability Assessment prepared by Grasscroft stamped as received by the City Council, as Local Planning Authority on the 16 December 2021

Environmental Statement:

- Construction Management
- Air Quality – Air Pollution Ltd
- Ground Conditions – E3p
- Daylight and Sunlight – GIA
- Townscape and Visual Impact – Barton Willmore
- Wind Microclimate - GIA
- Climate Change - Atkins
- Human Health – Atkins
- Summary of Residual Impacts – Deloitte; and
- Type 1 Cumulative Assessments – Deloitte.

stamped as received by the City Council, as Local Planning Authority on the 16 December 2021

Email from Agent responding to Environmental Health comments stamped as received by the City Council, as Local Planning Authority on the 2 March 2022

Written Scheme of Investigation for an Archaeological Investigation stamped as received by the City Council, as Local Planning Authority on the 1 March 2022

Fire Strategy Report prepared by Ofr Consultants Rev 03 and Technical note response stamped as received by the City Council, as Local Planning Authority on the 20 January 2022

Email from Agent responding to Highways and Environmental Health comments stamped as received by the City Council, as Local Planning Authority on the 8 and 28 February 2022

Email from Agent responding to Highways and Environmental Health comments and Noise Report prepared by Cundalls Rev P02 stamped as received by the City Council, as Local Planning Authority on the 1 February 2022

Remediation and Enabling Works Strategy and Ground Gas Addendum Report stamped as received by the City Council, as Local Planning Authority on the 7 February 2022

Culvert Report stamped as received by the City Council, as Local Planning Authority on the 20 January 2022

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

4) A programmes of archaeological works shall be undertaken in line with the Written Scheme of Investigation for an Archaeological Investigation stamped as received by the City Council, as Local Planning Authority on the 1 March 2022. The works are to be undertaken in accordance with the WSIs, which cover the following:

(a). A phased programme and methodology of investigation and recording that includes:

- archaeological evaluation trenching;
- pending the results of the above, a targeted excavation (subject to a new WSI).

Prior to the first occupation of the residential element hereby approved, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(b). A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

(c). Deposition of the final report with the Greater Manchester Historic Environment Record.

- (d). Dissemination of the results of the archaeological investigations commensurate with their significance.
- (e). Provision for archive deposition of the report and records of the site investigation.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy and saved policy DC20 of the Unitary Development Plan for the City of Manchester.

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

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

6) 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.

7) (a) Prior to the commencement of the development, a scheme for the management of any known well features or borehole present within the site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details as to how any redundant boreholes or well features which have been decommissioned and details as to how any boreholes or well features to be retained, once the development is complete, will be secured, protected and inspected.

(b) The approved scheme shall be implemented and prior to the first occupation of the development a verification report to demonstrated compliance with the details approved as part of part (a) of the condition shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason - To ensure that redundant boreholes / relic well features are safe and secure, and do not cause groundwater pollution or loss of water supplies in line policy EN14 of the Manchester Core Strategy.

8) The development hereby approved shall be carried out in accordance with the Flood Risk and Drainage Strategy prepared by SGI Engineers stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021.

The development shall be carried out in accordance with this assessment including the mitigation measures outlined. Prior to the first occupation of each phase of development, a verification report shall be submitted for approval in writing to the City

Council, as Local Planning Authority to confirm that the works have been undertaken in accordance with the previously approved report.

Reason - In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

9) Notwithstanding the details submitted on the Flood Risk and Drainage Strategy prepared by SGI Engineers stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Identification of flood resilient construction techniques which will be implemented for buildings levels below the 1 in 1000 year flood event.

- Confirmation that the 300mm surface water sewer within the site can be abandoned following further investigation - ensuring that no offsite areas are compromised.

- Consideration of alternative green SuDS solution within the public realm areas and assessment of the potential for green roof implementation if practicable;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

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

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

10) (a) The development hereby approved shall be carried out in accordance with the Culvert Report stamped as received by the City Council, as Local Planning Authority on the 20 January 2022 including the recommendations outlined in section 7 that further investigations shall be carried out to establish the existence of the Culvert beneath the application site.

(b) The details of the further investigations shall be submitted to the City Council, as Local Planning Authority, prior to any above ground works. Should a culvert be located following the additional investigations then a detailed diversion plan or revised drainage details (including appropriate easements) shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to any above grounds works. Any diversion work shall be undertaken in accordance with the approved details, within an agreed timescale in writing with the City Council, as Local Planning Authority.

(c) Should diversion works be required as part of part (b) of this planning condition, then prior to the first occupation of the residential element of each phase of the development, a verification report shall be submitted for approval in writing to the City Council, as Local Planning Authority to confirm that the diversion works have been undertaken in accordance with the previously approved report.

Reason - to minimise the impact on a potential below ground culvert pursuant to policy EN14 of the Manchester Core Strategy (2012).

11) a) Notwithstanding the Ground Conditions Phase 1 and Phase 2 prepared by e3p and Remediation and Enabling Works Strategy and Ground Gas Addendum Report stamped as received by the City Council, as Local Planning Authority on the 16 December 2021 and 7 February 2022 respectively, 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 prior to the first occupation of the residential element.

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 on the affected parts of the site shall

cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

12) The enabling works (save for any main construction works) shall not commence until a detailed construction management plan outlining working practices during construction have be submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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

13) Prior to any construction works (save for the enabling works) a detailed construction management plan outlining working practices during construction have be submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Consultation with local residents/local businesses;
- Location, removal and recycling of waste;

- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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

14) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

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

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

15) The window reveals, soffits and vents for the development shall be carried out in accordance with drawings A3564-ASA-XX-XX-DR-A-0500, A3564-ASA-XX-XX-DR-A-0501, A3564-ASA-XX-XX-DR-A-0502 and A3564-ASA-XX-XX-DR-A-0503 stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021

Reason – In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

16) a) Prior to the commencement of the development (save for any enabling works), 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 associated with the development 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).

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

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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.

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

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

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

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

19) The development hereby approved shall be carried out in accordance with the Energy Statement and Environmental Standards Statement prepared by Wallace Whittle stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021. A post construction review certificate/statement for the development shall be submitted for approval, not later than 3 months from the date the residential element within each phase is first occupied.

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

20) Notwithstanding drawings DN0107-EXA-ZZ-20-DR-L-00103, DN0107-EXA-ZZ-20-DR-L-00301, DN0107-EXA-ZZ-GF-DR-L-00101, DN0107-EXA-ZZ-GF-DR-L-00102, DN0107-EXA-ZZ-GF-DR-L-00300, DN0107-EXA-ZZ-GF-DR-L-00600 and DN0107-EXA-ZZ-GF-DR-L-00700 stamped as received by the City Council, as Local Planning Authority on the 6 December 2021, (a) prior to any works commencing on the hard and soft landscaping scheme (including appropriate materials, specifications) details shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the residential element of that phase 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.

21) Prior to the first use of the development hereby approved, a detailed landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Until such a time to be agreed with the City Council, as Local Planning Authority the public realm and access gates shall be not open, and the area secured, outside of the following times:

Monday to Sunday 07:00 to 20:00

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

22) (a) Prior to the first occupation of each phase of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

23) (a) Notwithstanding the Noise Report prepared by Cundalls Rev P02 stamped as received by the City Council, as Local Planning Authority on the 1 February 2022, prior to the first use of the commercial units as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, prior to the first use of each commercial unit, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 5dB below the L_{A90} (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 (L_{eq,5min}), respectively

(b) Prior to the first use of each commercial unit, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

24) Notwithstanding the Noise Report prepared by Cundalls Rev P02 stamped as received by the City Council, as Local Planning Authority on the 1 February 2022, prior to any above ground works:

(a) a scheme for acoustically insulating and ventilating the proposed residential accommodation against noise from the local traffic network and, following an assessment of the potential for overheating (AVO Assessment), any further noise mitigation measures to deal with equipment to mitigate overheating shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)
 Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq
 Gardens and terraces (daytime) 55 dB L Aeq

Where applicable (entertainment/music): 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.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1

of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) The residential element hereby approved shall be carried out in accordance with the Waste Management and Servicing Strategy prepared by Curtins and drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 6 and 16 December 2021 respectively.

The details of the approved scheme shall be implemented prior to the first occupation of the residential element of each phase and shall remain in situ whilst the development is in operation.

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

26) Prior to use of each commercial unit, as indicated drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, details of an appropriately sized refuse store and waste management strategy for the commercial element of the scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The details of the approved scheme shall be implemented prior to the first use of the commercial unit and shall remain in situ whilst the development is in operation.

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

27) Prior to the first use each commercial unit, as indicated drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

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

28) Prior to the first use of each commercial unit as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial unit and thereafter retained and maintained in situ.

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

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

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

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

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

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

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

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

32) The commercial units hereby approved, as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30
Sundays (and Bank Holidays): 10:00 to 22:00

There shall be no amplified sound or any amplified music at any time within the unit unless agreed by planning condition 21.

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.

33) The commercial units as shown on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

34) The commercial units, as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, can be occupied as Use Class E (excluding convenience retail and a gymnasium) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

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

35) Prior to the first use of each the commercial unit as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

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

The approved plan shall be implemented upon first use of each commercial unit and thereafter retained.

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

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

36) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). 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.

37) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties 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), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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.

38) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the residential element of each phase of the development, the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

39) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021.

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

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

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

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

40) Prior to the first occupation of the residential element of each phase, the cycle stores for that phase racks within the public realm shall be implemented in accordance with drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021 and thereafter retained and maintained in situ.

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

41) Prior to the first occupation of the residential element of the development hereby approved, a strategy for the provision of disabled parking spaces for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and the car parking spaces made available at all times for as long as the development remains in use.

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

42) Prior to the first occupation of the residential element of the development, a scheme of highway works and details of footpaths reinstatement/public realm for the

development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Provision of an on street car club space;
- Details of barrier controls to the access from Great Ducie Street;
- Provision of footway reinstatement, resurfacing, dropped kerbs and tactile paving at all crossing points;
- Review and rationalisation of street furniture to maximise footway widths including removal of redundant parking signs;
- Provision of a loading bay to access road; and
- Review and amendment to Traffic Regulation Orders (TROs).

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

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

43) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

44) Prior to the first occupation of the residential element, the installation 7kw fast charging electric car charging points to the 5 disabled bays, as shown on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, shall be implemented and remain available for as long as the development is in.

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

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

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

46) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

47) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

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

48) All windows at ground level with the exception of the WC and back of house and, unless shown otherwise on the approved drawings detailed in condition 2, 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.

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.

49) The development hereby approved shall include for full disabled access to be provided to the internal courtyard and communal walkways 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.

50) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

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

51) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

52) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps (including appropriate acoustic details in line with condition 20) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

53) Prior to any above ground works, details of the NO2 and particulate filters to be installed into the ventilation system shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of a management plan for the filters including the specification, the filter maintenance, replacement and inspection frequencies, responsibility and how the requirements will be managed and maintained by any future subsequent management company or building owner. The approved details shall be implemented and retained at all times whilst the building is in use.

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

Informatives

- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take

10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.
<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

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: 132416/FO/2021 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:

**MCC Flood Risk Management
Health & Safety Executive (Fire Safety)
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
National Amenity Societies
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Planning Casework Unit
Transport For Greater Manchester**

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

Representations were received from the following third parties:

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



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