



Planning and Highways Committee

Date: Thursday, 30 June 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 entrance 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, Hitchen, Kamal, 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 31 May 2022. 7 - 18
5. **Application for 131859/FO/2021 & 131860/LO/2021 - 50 Fountain Street, Manchester, M2 2AS - Deansgate Ward** 19 - 72
The report of the Director of Planning, Building Control and Licensing is enclosed.
6. **Application for 132489/FO/2021 - Port Street, Manchester, M1 2EQ - Piccadilly Ward** 73 - 194
The report of the Director of Planning, Building Control and Licensing is enclosed.
7. **Application for 132626/FO/2022 - 48 Store Street, Manchester, M1 2WA - Piccadilly Ward** 195 - 282
The report of the Director of Planning, Building Control and Licensing is enclosed.
8. **Application for 131795/FO/2021 - 60A Oldham Street, Manchester, M4 1LE - Piccadilly Ward** 283 - 298
The report of the Director of Planning, Building Control and Licensing is enclosed.

9. **Application for 133465/FO/2022 & 133466/LO/2022 - British Muslim Heritage Centre, College Road, Manchester, M16 8BP - Whalley Range Ward** 299 - 316
The report of the Director of Planning, Building Control and Licensing is enclosed.
10. **Application for 133613/FH/2022 - 10 Ruabon Road, Manchester, M20 5LW - Didsbury East Ward** 317 - 332
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 Smith

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Email: ian.hinton-smith@manchester.gov.uk

This agenda was issued on **Wednesday, 22 June 2022** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

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Planning and Highways Committee

Minutes of the meeting held on Tuesday, 31 May 2022

Present: Councillor Curley (Chair)

Councillors: S Ali, Andrews, Baker-Smith, Y Dar, Davies, Flanagan, Kamal, Leech, Lovecy, Lyons, Richards and Stogia

Also present: Councillors Bayunu, Igbon, Robinson, Wheeler and Wright

PH/22/20 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding applications 131344/FO/2021, 132489/FO/2021, 132626/FO/2022, 130922/FO/2022, 131859/FO/2021 & 131860/LO/2021, 130387/FO/2021, 132530/FO/2021 and 133030/FO/2022.

Decision

To receive and note the late representations.

PH/22/21 Minutes

Decision

To approve the minutes of the meeting held on 14 April 2022 as a correct record.

PH/22/22 131344/FO/2021 - Shell UK Ltd, 1081 Stockport Road, Manchester, M19 2RE - Levenshulme Ward

This application sought permission for the installation of 7 electric vehicle charging points, and 2 jet wash bays, together with related canopies, electricity sub station and associated infrastructure, following revisions to the originally submitted proposal to enable the retention of a significant proportion of the existing grassed area and existing trees to the Cringle Road and Stockport Road frontages.

The Planning Officer had nothing to add to the printed report and thus the Chair invited the Committee to make comments or ask questions.

A member of the Committee queried if the Planning Officer was satisfied that the tree would not be damaged.

The Planning Officer stated that this had been inspected and they were satisfied it would be retained in place.

Councillor Andrews moved the officer's recommendation of Minded to Approve the application. Councillor S. Ali seconded the proposal.

Decision

The Committee agreed the recommendation of Minded to Approve.

PH/22/23 132489/FO/2021 - Port Street, Manchester, M1 2EQ -Piccadilly Ward

This application was a proposal for 485 homes with two commercial units in a part-34, part-11, part 9, part 7 storey building with hard and soft landscaping. 210 letters of objection were received from 2 rounds of notification and 34 letters of support. Many did not object to the principle of the site being developed, supporting the creation of more housing with appropriate facilities and are keen to see it brought back to life but object to the form of development.

The objections related to design and scale, heritage and townscape, affordable housing, need and viability, privacy and living conditions of adjacent residents, provision of public realm, traffic, highways and parking, climate change/embodied carbon, compliance with Planning Policy, precedent, and the consultation process.

The Planning Officer informed the Committee of a representation from a Local Ward Councillor who raised concerns at the profit margin of 11% during difficult times for residents, noting that previously approved schemes had had a lower profit. Another Local Ward Councillor had raised concerns that the building would have been too tall, impacting on light and privacy and would impact traffic and pollution. A neighbouring Ward Councillor considered the application domineering in its size. A second neighbouring Ward Councillor felt that the application should offer 20% affordable housing.

An objector, representing a local resident's group, addressed the Committee on the application. They felt that the impact of the application on the local community would be severe, with an inappropriate scale and character for the area. The objector felt the application was not in-keeping with the area, which is home to a conservation area that the application would over tower and overwhelm. The objector stated the application would be at least 20 storeys' higher than any other building in the area. They felt that without a decrease in height, there would be a loss of privacy for residents already in the area and would dim the light in the area. The objector stated that the details provided by the developer had not eased their concerns and they continued to oppose the development in its current form.

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

A Local Ward Councillor addressed the Committee, stating that the application would harm, and have a direct impact, on the area. They felt there was not substantial support for the application and that the objections received far outweighed the support. The Ward Councillor stated that other developments, such as the Chapel Town Street development, in the area had been restricted on height. They felt no evidence had been provided to show that pedestrian routes would be created. In terms of Affordable Housing, the Ward Councillor noted that the developer had stated they would still turn a profit should they have offered 20% Affordable Housing, but they had not committed to that. The Ward Councillor felt a huge amount of work

had gone in to regenerating the area, but this development would harm that progress.

The Planning Officer stated that the issues that had been raised had been addressed in the report. However, they did state that the other development referenced was compliant, at 14 storeys, with the Portugal Street SRF and similarly, this application was compliant with the Piccadilly Basin SRF.

A member sought clarity on if this application would provide a gateway to other applications for taller buildings and if the courtyard referenced in the application was private for residents or open to the public.

The Planning Officer said that there would be a private resident's courtyard at 750m², however there would also be a public space at 1500m² that would be a route through the site from Great Ancoats Street to Port Street. The Planning Officer also re-stated that the size of the building was compliant with the Piccadilly Basin SRF.

The member responded, stating they felt that 34 storeys was still too high for the area. The member felt the application would have a significant impact on the Ancoats and Stevenson Square conservation areas due to its height.

The Planning Officer stated that the harm to heritage was set out clearly in the report, and it was found to have been less than substantial. The Planning Officer said that the public benefits of an application needed to outweigh the harm. They felt they did but acknowledged that was a decision for the Committee.

A member stated that this application was 20 storeys higher than the next tallest building in the area and felt that to be excessive. They felt that should the application have been allowed, other applications would be received for similar or taller buildings. The member also noted their concerns on Affordable Housing and felt that too many developers had been allowed to get away with not building enough.

The Planning Officer re-stated that the size of the building complies with the areas SRF, and any future applications would have to be compliant too.

A member then sought clarity on whether the application would be two or three stories higher than the framework or if it was compliant. The member also noted their concerns regarding viability assessments and their frustration with most applications not offering the 20% Affordable Housing policy.

The Planning Officer responded stating that the framework allows for two buildings on the site, one of 30 storeys and another of 25. This application was for one building at 34 storeys. The Officer also informed the member that the Affordable Housing policy requires 20% across the City, not on each individual development.

Councillor Andrews moved Minded to Refuse. Councillor Flanagan seconded the proposal.

Decision

The Committee agreed Mind to Refuse on the basis of the scale of the application and the impact on the conservation area.

PH/22/24 132626/FO/2022 - 48 Store Street, Manchester, M1 2WA - Piccadilly Ward

This application proposed 54 homes in a 15-storey building. There were 31 objections and 1 letter of support received. The objections related to: design and scale, townscape, affordable housing, amenity including sunlight and daylight, privacy and living conditions of adjacent residents, traffic, highways and parking provision, loss of trees and biodiversity and the consultation process.

The Planning Officer informed the Committee of a representation received by a Local Ward Councillor, who felt that the Affordable Housing commitment within the application does not comply with Council policy. This representation also stated that given the climate crisis, the removal of 30 trees without replacements was a concern. A second Local Ward Councillor felt the application was too tall and would have a negative impact on the area in terms of traffic and pollution, light and privacy. They also felt the application would impact on the Grade II listed style aqueduct.

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.

A Local Ward Councillor addressed the Committee, stating that they felt the application showed the applicant to have had no knowledge of the local area. The Local Ward Councillor informed the Committee that the proposal was not in-keeping with other buildings in the area as the proposal was for a gold tower next to traditional red-brick buildings. The Local Ward Councillor questioned if the figures on the Council website regarding the Viability Assessment were incorrect and if they were, felt they should be withdrawn. The Local Ward Councillor also addressed an article that stated they had met with the developer and had their concerns addressed, something they stated was false. They stated that there is a policy for the replacement of trees that are cut down by developers and the applicant had not adhered to this by cutting down the trees prior to putting in an application. The Local Ward Councillor felt that, whether deliberate or not, it certainly went against the spirit of what is trying to be achieved with that policy. The Local Ward Councillor stated that the Affordable Housing offered in this development went no way to mitigating the harm the development would do. They requested that the Committee be Mind to Refuse the application but also suggested a site visit.

A second Local Ward Councillor felt it would be beneficial for the Committee to perform a site visit.

The Planning Officer reminded the Committee that around four years ago, they had approved a similar development with similar materials and design, which was two storeys smaller.

A member raised the issue of parking at the site, in particular accessible parking.

Councillor Leech moved a proposal for the Committee to complete a site visit.
Councillor Flanagan seconded the proposal.

Decision

To arrange a site visit to assess the impact of the colour of the proposed building.

PH/22/25 130922/FO/2021 - 46 Canal Street, Manchester, M1 3WD - Piccadilly Ward

This application proposed the erection of a rooftop extension that would be part clad to the rear with glass balustrades to the sides and the front. The extension would be set back from the front elevation by 1 metre and the side elevations by 0.75. The roof would be partially retractable and glazed. The roof terrace would close at 10pm, would have a maximum capacity of 90 covers and would only operate with seated patrons with table service. Waste and deliveries would remain as existing, with access to the external bin storage at the rear via the side elevation for collection daily. The proposal included a stair lift to provide access to the rooftop extension, and the upper floors of the building that were not previously accessible.

The Planning Officer stated they had received support from a Local Ward Councillor on the access improvements this application would bring.

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.

A Local Ward Councillor referenced objections from residents regarding additional noise emanation this proposal would bring. They felt confident that LOOH would be equipped to deal with that. The Local Ward Councillor was pleased that this would become another fully disabled accessible venue in The Village.

A member sought clarity on how the extra waste would be dealt with from this extension.

The Planning Officer stated that there would be no changes to waste provision.

Another member sought clarity on if the extension was both indoor and outdoor, if the 90 covers was the whole roof and that there would not be people using the extension past 22.00.

The Planning Officer informed the member that the LOOH team were happy with what had been proposed.

Councillor Flanagan moved the officer's recommendation of Minded to Approve.
Councillor S. Ali seconded the proposal.

Decision

The Committee agreed the recommendation of Approved for the reasons outlined within the report.

(Councillors Leech and Andrews left the room part way through this item and were therefore unable to take part in the decision-making process).

PH/22/26 131859/FO/2021 & 131860/LO/2021 - 50 Fountain Street, Manchester, M2 2AS - Deansgate Ward

This application proposed the demolition of the modern extension to the Grade II Listed building, retention and refurbishment of the original Victorian facade, the erection of a commercial building (Use Class E) with landscaping, and other associated works. There had been 6 representations.

The Planning Officer noted that a further 3 representations had been received that focussed on how the development was out of touch with the area.

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.

A member informed the Committee of their mixed feelings regarding the application. The member wanted to see floor plates that allow lines between windows on adjacent buildings to continue. The member suggested a site visit could be beneficial for the Committee.

The Planning Officer informed the member that the floor levels of the extension would line up with number 49 Spring Gardens.

Councillor Davies moved a proposal for the Committee to complete a site visit. Councillor Lovecy seconded the proposal.

Decision

To arrange a site visit to assess the impact of the colour of the proposed building.

PH/22/27 130387/FO/2021 - The Former Gamecock Public House, Boundary Lane, Manchester, M15 6GE - Hulme Ward

The application proposed a part 9, part 13 storey purpose-built student accommodation (PBSA) building providing 261 student bed spaces. There had been 49 objections from neighbours, an objection from 'Block the Block' a resident-led campaign support by Hopton Hopefuls, Aquarius Tenants and Residents Association, Hulme Community Forum and On Top of the World Hulme, an objection from Hopton Hopefuls, a letter of objection from 2 employees of Manchester University, an objection from the GP practice on Booth Street West, objections from the Guinness Partnership and One Manchester and 3 representations from members

of the public supporting the proposal. A Local Ward Councillor and Local MP had also objected.

The Planning Officer informed the Committee that a further 26 representations had been received, that raised similar issues to those that had already been listed in the report. The applicant had also provided further information on how the community hub would have been managed. The Planning Officer informed the Committee that the revised conditions were recommended.

An objector, representing a resident's group, informed the Committee they were there to speak for the ageing residents of the area. The objector stated that residents had a sense of security through the close community feel of the area, however that was being threatened by the prospect of a tower block looming over them. There was a fear amongst residents of extra noise emanation, not just during construction, but from students who would reside in the building in the future. Residents felt they may be driven out of the area. The objector stated that they welcome students into the area, however this application was not in the interests of the community. The objector felt that this application would have been detrimental to the mental health and wellbeing of residents.

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

A Local Ward Councillor addressed the Committee, informing them that all three Local Ward Councillors in the area wanted the application to be refused, or at the very least, a site visit arranged. They noted that applications for this site had been turned down in 2008 and 2012, with the reasons for refusal applying to this application too. The Local Ward Councillor did not consider there to be a need for more student accommodation in Hulme. They informed the Committee that a former student block had been recently redeveloped for a new purpose, highlighting the lack of need. A local campaign group had polled students regarding their accommodation preferences and found that students wanted the independence of privately rented property and parking. The Local Ward Councillor felt the application would be over dominant in the street scene. The nearest neighbours to the application would be two resident social housing blocks, and a new block of the size proposed would impact on their daylight and sunlight, particularly in communal spaces. The Local Ward Councillor also stated that whilst MMU had provided a letter of support for the application, they had given no commitment to use the accommodation for their students.

A second Local Ward Councillor informed the Committee that the development failed to consider the health and wellbeing of current residents and ignored Manchester's ambition of being a zero-carbon city. The developer planned to fell 5 trees, including 1 that was subject to a tree preservation order. The developers had suggested they would replace the trees, but the diminished sunlight caused by the development would make it difficult for them to survive. The Local Ward Councillor informed the Committee that 20% of residents at a nearby housing block had insufficient Vitamin D and a block of this size would exacerbate this. Elderly residents in the area have been trying to develop a community cohesion that is relevant to them. The Local Ward Councillor felt the building plan was bland and uninspiring and did not give sufficient regard to surrounding area.

A third Local Ward Councillor informed the Committee that the current owner of the land chose not to work with community to develop it and that is why it lies derelict. They felt that this development would increase on-street parking in an area covered by permit parking bar one street. Local residents were concerned about the construction phase, having already had issues with previous developments in the area. Two housing providers had objected to the application, along with the Local GP surgery. The proposed 261 bed spaces would only serve to have increased noise emanation.

The Planning Officer stated that the issues raised had already been set out in the report and there was nothing useful to add. However, they did note that one of the previous applications that had been refused, had that decision overturned on appeal.

A member stated they would like to propose Minded to Refuse on two grounds. The first of these was the scale of the proposal on such a small site. The member felt this would be detrimental to the area visually and would dominate the area with its size. Their second ground for Minded to Refuse was that under National Planning Policy Framework, parking should be provided in close proximity to the entrance for those with disabilities. The member felt this could not be seen in the application.

A second member sought clarity on the Community Hub offered as part of the development. They stated that the late representations had informed them that the Community Hub would be available for hire by any Hulme based group but that was subject to the developer or owners' approval. The member felt that this could allow the developer or owner to only allow those groups they liked to use the space. The member then sought clarity on if students living in the accommodation would be eligible for a parking permit in the area and how the application could suggest there is robust evidence for the need of extra student accommodation when a former student block has been recently converted for a different use.

The Planning Officer informed the Committee that they could impose conditions on the use of the Community Hub should they be Minded to Approve. Their instinct was that students would not have been eligible for a parking permit but did not have a definitive answer. The Planning Officer then informed the Committee that a report had gone to the Executive in 20/21 that discussed the issue of student need for accommodation. They stated this report provided clear evidence of a number of students choosing to live in mainstream student accommodation both in and around the City Centre.

A member then sought clarity on the affordability of the accommodation, seeking a ballpark figure on the costs for students.

The Planning Officer stated that 20% of the accommodation was aimed at being affordable but could not provide an exact figure on costs.

Councillor Flanagan moved Minded to Refuse. Councillors Leech and Andrews seconded the proposal.

Decision

The Committee agreed Minded to Refuse on the basis of the scale of the application and the parking issues in the area.

**PH/22/28 132530/FO/2021 - 320 Wilmslow Road, Manchester, M14 6XQ
- Old Moat Ward**

The application proposed a change of the use of the ground floor of a long-established hair salon/barbers in the Fallowfield District Centre, to provide a café bar/restaurant at the ground floor with a reduced-scale salon in the basement. The existing 5-bedroom duplex residential flat above the property would be retained.

The proposed café-bar/restaurant provides 31no. covers internally and a further 20no. externally. Additional seating that was proposed on a side alleyway in the applicant's ownership has been deleted from the amended scheme, and cycle parking has been introduced on the front forecourt adjacent to the entrance.

External seating and cycle parking will be separated from the public footpath by railings which enclose the front forecourt space. On the south side, where the forecourt runs along the service road into the side alley, the railings will be erected on a new brick wall. A small (11.2m²) single storey rear extension within the rear yard curtilage is proposed to accommodate WC's. Segregated bin storage for the bar and flat are also in the yard and a new enclosed bin store for the salon is proposed towards the rear of the site.

Access for the basement salon and flat is proposed via the unadopted alleyway and a new entrance in the rear yard. There is no off-road parking associated with the site as at present, but it is well served by public transport along Wilmslow Road.

A total of 1no. letter of support and 7no. objections, including from a local residents' group had been received. Most objectors remain concerned about the prospect of another bar in the area and ongoing issues with noise, disturbance, crime and litter, which they perceive will be further intensified by any approval of the application.

The Planning Officer informed the Committee that, since its deferral at the last meeting, the scheme had been revised. This included a reduction in operating hours, a bin store being moved and the drinking area at the front of the site closing at 21.30.

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 Planning Officer stated that the recommendation was to approve with the conditions suggested.

A member sought clarity on the three refuse areas in the application and where they would be.

The Planning Officer informed the member there would be a bin store for the restaurant and living accommodation in the rear yard area, and the salon would have a small area in the alleyway. They explained that a condition of the application is to explore with the applicant how this area could be moved to within the property.

Councillor Richards moved the officer's recommendation of Minded to Approve. Councillor Andrews seconded the proposal.

Decision

The Committee approved the application including the conditions, as detailed in the report submitted.

PH/22/29 133030/FO/2022 - Land to the South of Cavendish Road, Manchester - Didsbury West Ward

The proposals relate to the redevelopment of an irregular shaped fenced off and grassed site adjacent to 2,3 and 4 storey residential properties developed as part of the redevelopment of the former Withington Hospital site and single and 2 storey buildings in use as nursing and dementia care homes known as Brocklehurst and Monet Lodge. The application site formed part of the wider former hospital site prior to its redevelopment and previously contained a number of buildings used for support facilities for the wider Withington Hospital complex. The site and land were cleared in the early 2000s and subsequently the majority of the land to the west and south was redeveloped for residential and commercial purposes. The application site has remained in the ownership of the NHS but was not accessible from Cavendish Road, the area was subsequently fenced off from adjacent residential flats within the past two years.

The application relates to the proposed redevelopment of the site for residential purposes accessed via the existing vehicular access from Cavendish Road for the erection of a pair of semi-detached dwellings part 2/part 3 storeys in height, with associated car parking and landscaping.

The proposals were subject to notification by way of 34 letters to nearby addresses. In response 12 objections were received, Didsbury West ward members Cllr Debbie Hilal and Cllr John Leech have both made comments objecting to the proposals. The main concerns raised relate to the loss of open green space, overlooking of existing residential properties, potential damage to trees and that the development is a back land development.

The Planning Officer had nothing to add to the printed report.

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.

A Local Ward Councillor addressed the Committee, stating they felt this was a significant improvement on the previous proposal. The Local Ward Councillor

thought there was a slight inaccuracy in the late representations, stating that they felt the access to the land was blocked off at the same time as the Didsbury Point development was built. Residents used this green space, unaware the land belonged to the NHS. The Local Ward Councillor still had concerns that the development would overlook the only outside space of Monet Lodge.

The Planning Officer confirmed that it was private space and it had been fenced off. They stated there was no direct overlooking of Monet Lodge.

Councillor Andrews moved the officer's recommendation of Minded to Approve. Councillor Richards seconded the proposal.

Decision

The Committee agreed the recommendation of Approved for the reasons outlined within the report.

(Councillor Leech declared a personal interest in the application but addressed the Committee as a ward councillor before leaving the meeting and taking no part in the consideration or vote.)

PH/22/30 Confirmation of the Manchester City Council (Land at car park adjacent to York Street, Didsbury) Tree Preservation Order 2021 - Didsbury West Ward

The committee was asked to consider 1 objection made to this order relating to a Tree Preservation Order (TPO) served at the above address on 1 Birch tree (T1) and 6 Callery Pear trees (T3 – T8) immediately adjacent to a car park on York Street, Didsbury, Manchester, M20 6UE.

The Planning Officer confirmed that this order had been before the Committee in November 2021.

A Local Ward Councillor stated they hoped members would confirm the Tree Preservation Order. They stated that residents were upset by the removal of trees in the car park opposite. The Local Ward Councillor themselves requested the Tree Preservation Orders to protect these trees from the same fate as they add value to the street scene.

Councillor Andrews moved the officer's recommendation to confirm the order. Councillor Richards seconded the proposal.

Decision

The Committee agreed the recommendation to confirm the order for the reasons outlined within the report.

(Councillor Leech declared a personal interest in the application but addressed the Committee as a ward councillor before leaving the meeting and taking no part in the consideration or vote.)

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Application Number	Date of Appln	Committee Date	Ward
131859/FO/2021 and 131860/LO/2021	20 October 2021	30 Jun 2022	Deansgate

Proposal Full Planning Permission for the demolition of modern extension to Grade II Listed building, retention and refurbishment original Victoria facade, erection of commercial building (Use Class E) with landscap and other associated works.

&

LISTED BUILDING CONSENT for the demolition of modern extensic Grade II Listed building, retention and refurbishment of original Victo facade, erection of commercial building (Use Class E), re-instatemer the original entrance on 49 Spring Gardens, new structural bracing, abutment works to the adjacent Grade II* Listed Estate Exchange, a other associated works.

Location 50 Fountain Street, Manchester, M2 2AS

Applicant Prudential Nominee UK Limited C/o Agent

Agent Mr Niall Alcock, Hanover Building, Corporation Street, Deloitte LLP

EXECUTIVE SUMMARY

The Committee deferred consideration of this proposal on 31 May 2022 to allow them to visit the site.

The proposal is for the demolition of modern extension to Grade II Listed building, retention and refurbishment original Victorian facade, erection of commercial building (Use Class E) with landscaping, and other associated works.

There have been 6 representations.

Key issues

Height, scale, massing, design and visual impact of the proposal in the streetscene: The design, scale, architecture and appearance would create a high quality development that would make a positive contribution to the streetscene.

Impact on the setting of heritage assets: Any harm to heritage assets would be less than substantial and would be outweighed by the public benefits of the scheme, in accordance with the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Public benefits: Construction will generate 391 direct FTE jobs over the duration of the construction period and through direct investment. During the operational phase, the commercial space will directly support 340 FTE jobs. The significant number

employees will generate GVA worth over £35m per year, with wages totalling £14.5m, a considerable proportion of which will be spent locally, due to Manchester's growing population, particularly in the city centre. Each year, £2.94m of national insurance and income tax will be contributed to the public purse, while business rates from the offices could generate £800,000 a year, £8m over ten years of operation. The proposal would generate additional economic benefits to the local economy through indirect local expenditure. A local labour agreement would be included.

Sustainability: Sustainable design and innovation has been a priority, from controlling solar gain through passive measures to incorporating low and zero carbon technologies to reduce day to day emissions, including a mixed mode ventilation system and cycle parking.

A full report is attached below for Members consideration.

Introduction

The Committee deferred consideration of this proposal on 31 May 2022 to allow them to visit the site.

Description

This 0.2 ha site is bounded by Spring Gardens, Concert Lane, Estate Exchange, York Street and Fountain Street. The façade of 49 Spring Gardens is Grade 2 listed. The remaining buildings were constructed in the 1970s and adjoin the Grade II* Listed Estate Exchange. The site is in the Upper King Street Conservation Area and there are 16 Grade II and II* Listed Buildings within the 500m including 49 Spring Gardens, the Grade II* Exchange House and the Grade II* Former Midland Bank.

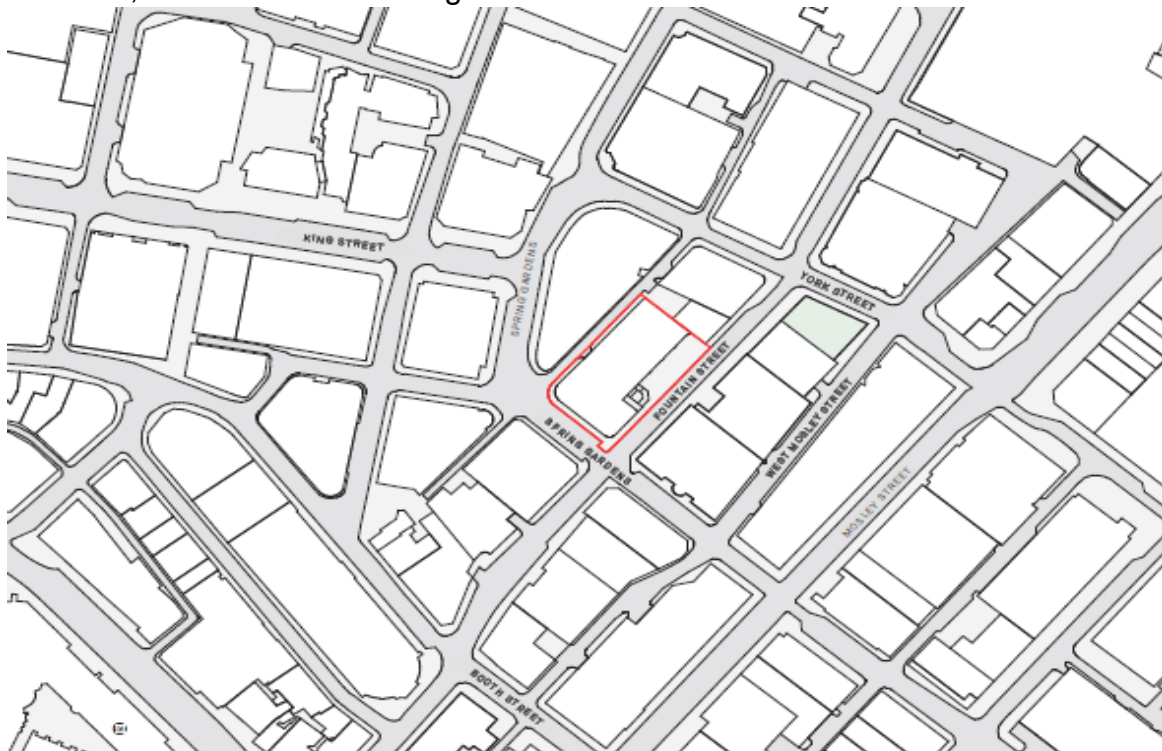


Figure 1 - Site Location Plan (edged red)



Figure 2 – View of Existing Building from Fountain Street



Figure 3 – Views of existing listed Façade of 49 Spring Gardens

The application proposes the development of 7,787 sq. m. office space (Class E(g)). The ground floor would accommodate reception space, shared workspace for meetings, breakout space and commercial space. There would be external terraces at Levels 3, 6 and 7. The basement would contain building services, support facilities and some plant to reduce rooftop plant, the cycle hub and a yoga studio.

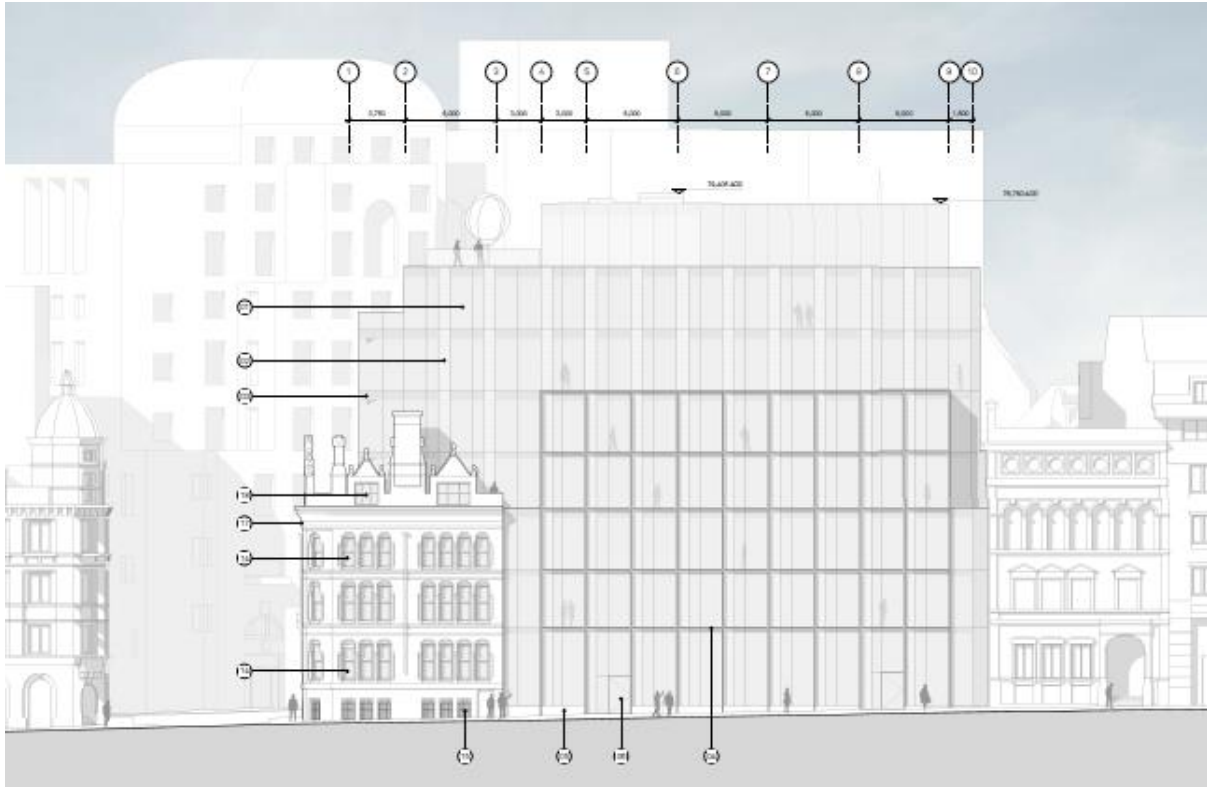


Figure 4 – Contextual elevation of building from Fountain Street

The listed facade at 49 Spring Gardens would be retained and the 1970s office building at 50 Fountain Street would be demolished. An entrance would be created through the retained facade and a six storey building would be constructed to back of pavement line on Fountain Street. It would have a basement and rooftop pavilion and plant enclosure.

The new build would have a 4m high ground floor to align the new floorplates to the windows of the retained facade. The building line would step back from Spring Gardens at levels 4 to 6 to create a terrace. This would increase the separation between the roofline of the retained facade and the new build and reduce the impact on the Former Midland Bank. There would be a pavilion and terrace at rooftop level and a plant enclosure.

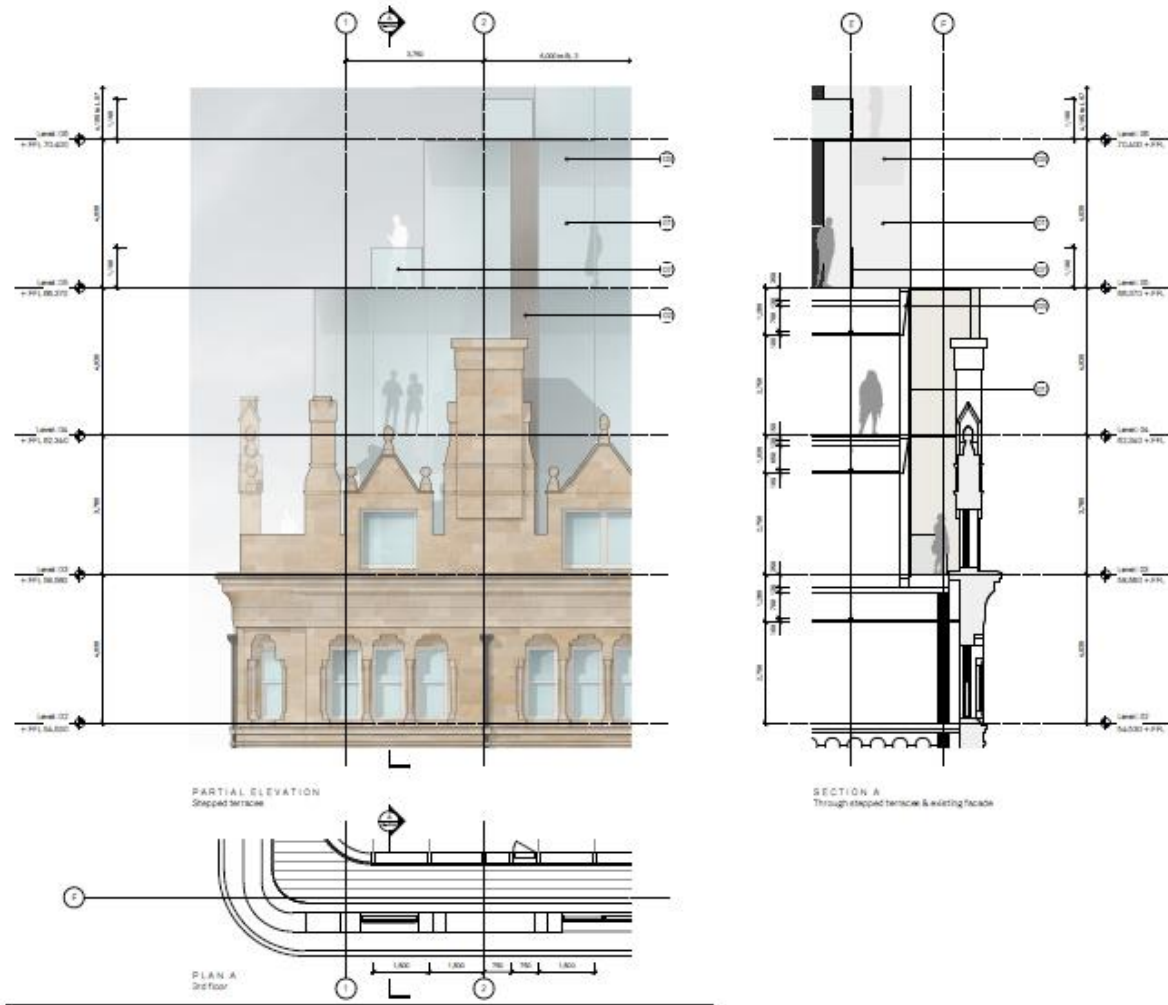


Figure 5 – Detailed elevations and sections of proposal

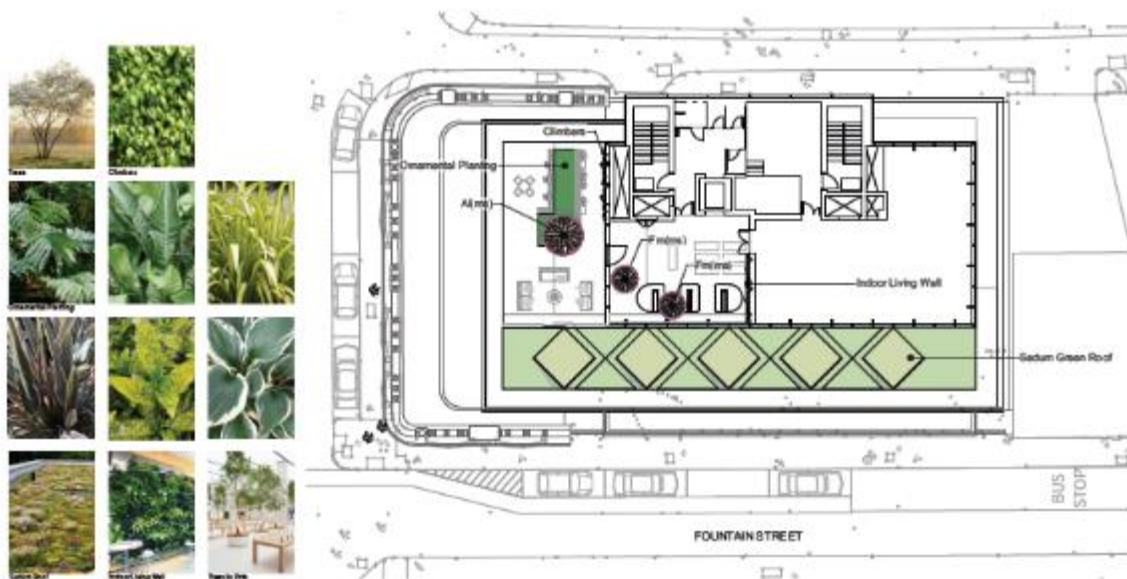


Figure 6 – Rooftop Plan (proposed)

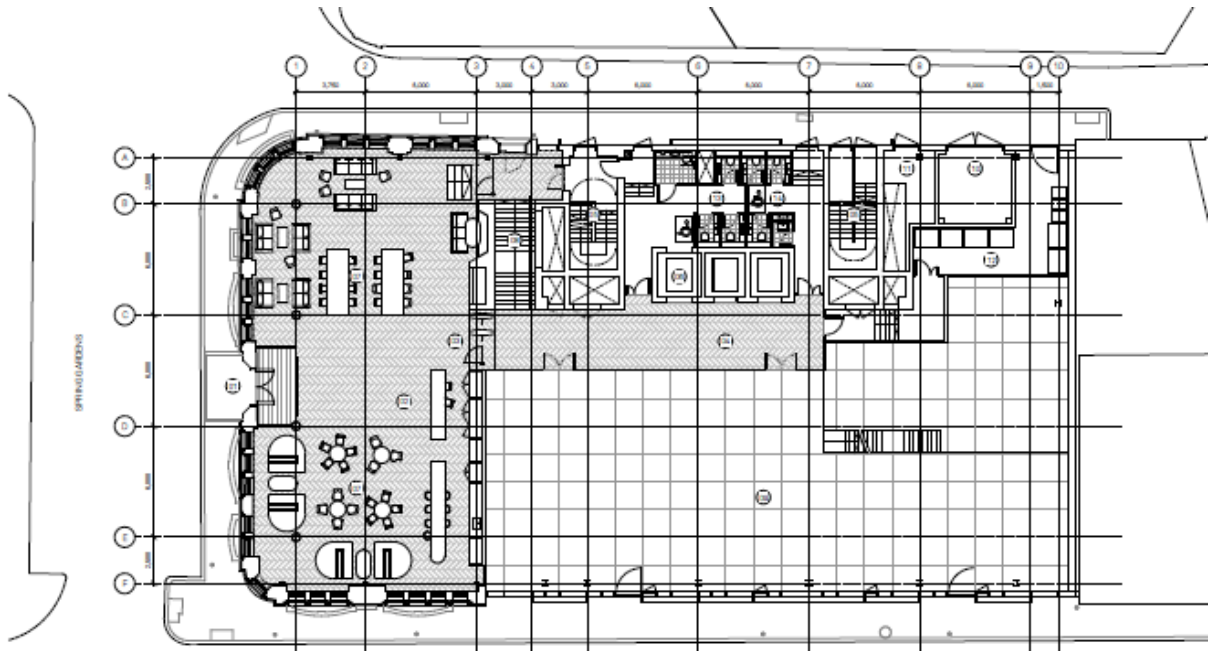


Figure 7 – Ground Floor (Proposed)

A 54 space basement cycle hub has accessible changing rooms; and showers, lockers and drying rooms. Direct level access would be provided at ground floor and throughout the building.

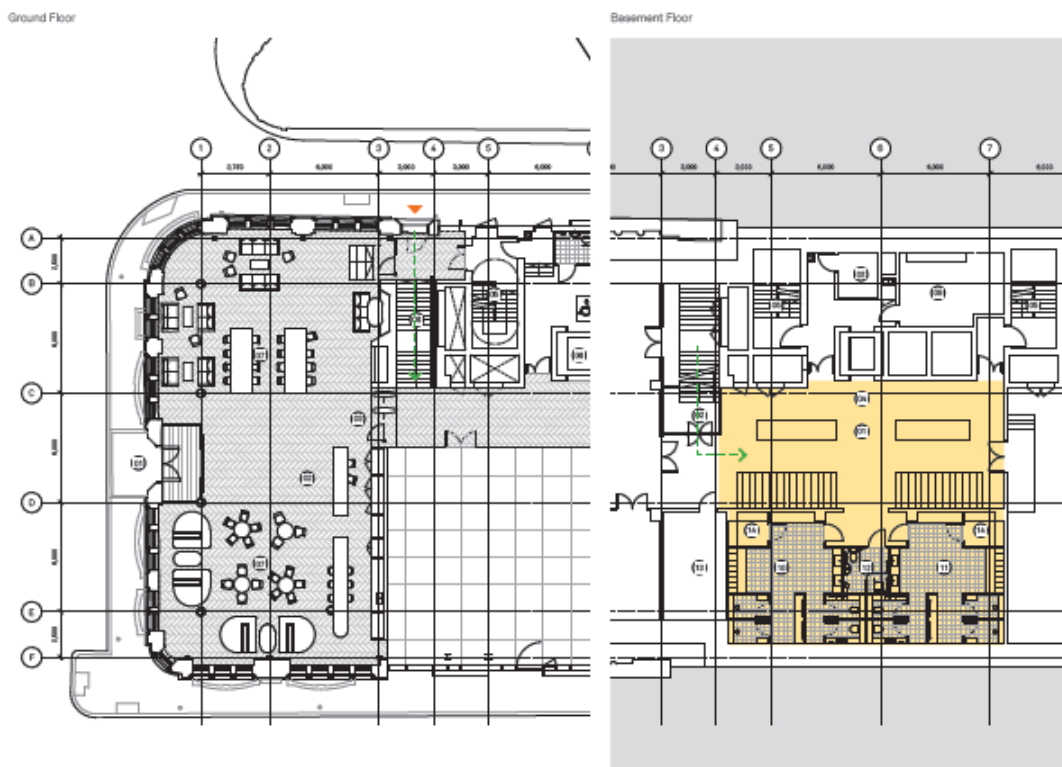


Figure 8 – Basement access to cycle store (proposed)

There would be a recycling and refuse store at ground floor and collections would take place from Concert Lane. A parcel store in the basement would contain Amazon

style secure lockers. Access would be restricted to authorised staff only which is acceptable to the Greater Manchester Police’s Secure by Design team.

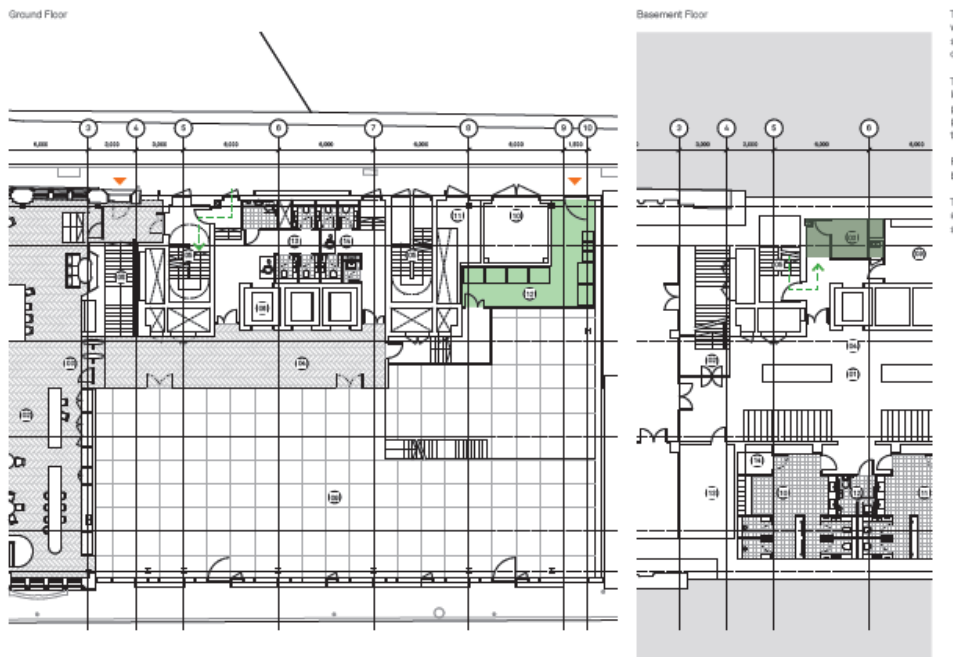


Figure 9 – Secure parcel area access in basement (Proposed)



Figure 10 – CGI showing new elevation (Fountain Street)

The new build would comprise glazed and aluminium panels. The colour specification and treatment of the aluminium would be a neutral bronze and champagne tone to respond to the Portland Stone and Sandstone in the area.

Consultations.

Publicity

The applications have been advertised in the Manchester Evening News as: a major development; affecting the setting of listed buildings/listed building consent; affecting a conservation area; affecting a right of way and in the public interest. Site notices have been displayed and the occupiers of nearby properties have been notified. 9 representations were received. The main issues raised are summarised below:

- the design is brutal and thoughtless on a site in a conservation area surrounded by listed buildings and heritage assets. The design should be reconsidered.
- The proposed façade design has no sympathy with its surroundings including listed buildings.
- The proposal would lead to the loss of two mature trees and loss of amenity space.
- The glass feature is out of character, has no architectural merit and looms over buildings.
- The proposed development is unnecessary and the building to be demolished has architectural merit.
- The proposed roof extension is too large and should be reduced by two floors and the new building along Fountain Street takes no reference from neighbouring buildings and would draw attention to itself.
- Mullion design could have been similar to those on 49 Spring Gardens.
- Request that scaffolding, closures or partial closures of Concert Lane and construction vehicles do not compromise access arrangements in neighbouring buildings.
- Dust and noise during construction should be controlled.
- Scaffolding should be suitably screened.
- Piling should be carried out using silent piling system.
- Potential airborne asbestos risk to be established and mitigated.
- Construction programme is illegible.
- The proposal pays no relation to its neighbours and is too high. This would detrimentally affect amenity, the street scene and Victorian heritage.
- The Grade II* Listed Estate Exchange is one of the most important buildings in Fountain Street and Manchester. It is an outstanding work in the Venetian palazzo style of Thomas Worthington. The construction works would be damaging to the listed buildings and detrimentally affect access along Concert Lane.
- The existing modern building serves a useful purpose by making full use of the site, without constituting an over-development of it and contributes harmoniously to the street scene.

Consultees

Historic Buildings and Conservation Areas Panel –

The Panel were concerned that there had not been a full investigation into the retained elements of the listed building and it was not fully established whether there was any of the original structure or fabric behind the retained façade. This is a fundamental issue that needs further investigation before the application can be considered as the removal of further original fabric would cause greater harm.

The proposal is a generic standard scheme lacking identity with little regard to its context and doesn't represent a high quality or interesting architectural design.

The design is compromised and is neither respectful to the listed buildings, or a strong design response. The connection between the new and existing elements was significantly compromised and there should be a greater distinction between the elements. The new build should have its own identity contained within its own footprint and should not encroach into the footprint of the existing building. The junction between the grade II* listed Worthington building where the new element steps back at high level was noted as being weak.

The new elements would have an adverse impact, were top heavy and towered above the existing building and dominated the remaining façade as well as the surrounding area. The key views clearly demonstrated this. The Panel would like to see something more respectful.

The existing roofline and slated pitched roof contribute to the listed building and context of the surrounding roofscapes, and its removal would create a cardboard cut out effect out of the retained facade. The dormers would lose their visible connection and become robbed of their meaning. Additional supports which could look intrusive.

The Panel noted that the existing doorway was being brought back into use as an entrance which was welcomed but they raised concerns over its size and capacity.

Highway Services – No objections subject to conditions relating to Cycling, Travel Plan, and a CMP and Section 278 agreement for off site highway works.

Environmental Health – No objections and recommended conditions controlling hours of servicing / deliveries / operation, noise control, refuse storage and disposal, air quality and ground contamination.

Neighbourhood Team Leader (Arboriculture)

MCC Flood Risk Management – No objections subject to conditions controlling drainage, flooding and pollution.

Greater Manchester Police - Recommend a condition to reflect the physical security specifications set out in the Crime Impact Statement.

Historic England (North West) – The is in a highly sensitive area of the city centre close to a number of grade II* listed buildings and in the Upper King Street Conservation Area. They have strong concerns as the height and scale of the new

build would detrimentally affect the positive contribution that 50 Fountain Street makes to the conservation area. It would also have a negative effect on the significance of both the Former Midland Bank and the Former Estate Exchange, by detrimentally affecting the contribution made by their setting.

This is the direct result of the quantum of development proposed but is exacerbated by elements of the design. They recommend that the local planning authority has the applicant's viability assessment evaluated by a relevantly qualified professional, in order to ascertain whether its conclusions are robust.

Environment Agency - No objection in principle, subject to conditions relating to the submission of a remediation strategy to deal with the risks associated with contamination of the site and a verification report demonstrating the completion of works and the effectiveness of the remediation. Piling using penetrative methods should not be carried out other than with the written consent of the local planning authority.

Transport For Greater Manchester - No representations received

Greater Manchester Archaeological Advisory Service – No objections.

United Utilities Water PLC - No representations received

Greater Manchester Ecology Unit – No Objections

Issues

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 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 proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF.

Local Planning Policy

Local Development Framework

The principal document is the Core Strategy adopted in July 2012, replacing significant elements of the Unitary Development Plan (UDP). It sets out the long term strategic planning policies for Manchester's future development. Applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The Core Strategy has Strategic Spatial Objectives that form the basis of its policies:

Spatial Principles – This site is highly accessible, close to good public transport links, and would thereby reduce the need to travel by private car.

Economy - The proposal would provide jobs during construction with permanent employment in the offices. It would support employment growth in the city centre.

Transport – The highly accessible location would reduce the need to travel by private car and make the most effective use of public transport.

Environment - The proposal would help to protect and enhance the City's built environment and ensure the sustainable use of natural resources, in order to: mitigate and adapt to climate change; improve air, water and land quality; improve recreational opportunities; so as to ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 Spatial Principles – The proposal would support economic growth and job opportunities in the city centre. It would provide offices in a highly sustainable area, improving access to jobs.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe – The proposal could attract new business to the City Centre

Policy CC5 Transport – This is a highly sustainable location, close to transport nodes. The proposal would improve the environment for pedestrians and cyclists and encourage sustainable modes of transport. No car parking is provided with 12 existing spaces replaced by a 54 space cycle hub.

Policy CC6 City Centre High Density Development – The proposed density is higher than currently exists and the scale and massing would be appropriate.

Policy CC9 Design and Heritage – The proposal would contribute positively to the vitality of the area and enhance the character and distinctiveness of heritage assets including the Grade II Listed façade of 49 Spring Gardens. The current 1970's building does not contribute positively to the streetscape or built environment. The new building would re-instate back of pavement development consistent with principles of the Upper King Street Conservation area. The harm would be less than substantial and would be outweighed by the public benefits.

Policy CC10 A Place for Everyone – All floors are accessed by a lift and stairs, and the new build would provide level access. The layout is simple and clear and easy to use regardless of disability, age or gender.

Policy T1 Sustainable Transport – The proposal 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 all sustainable transport modes and would help to connect residents to jobs.

Policy EN3 Heritage –The impact of the proposal on heritage assets, including listed building,would be outweighed by public benefits.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development – The proposal includes energy saving measures and carbon reduction options.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies The proposal involves an improvement of 37% in terms of Part L and could reduce operational carbon by 95% by 2038 to just 7 tonnes per annum.

Policy EN8 Adaptation to Climate Change – The energy statement sets out how the building has been is adaptable to climate change and a green and blue infrastructure statement has regard to greening and water sources, with planting and a blue roof.

Policy EN9 Green Infrastructure – The development includes rooftop planting.

Policy EN14 Flood Risk – The site is not in an area at risk of flooding and the design would minimise surface water run-off.

EN15 Biodiversity and Geological Conservation – The development would provide ecological enhancements for different species.

Policy EN16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars.

Policy EN17 Water Quality - The proposal would not have an adverse impact on water quality. Surface water run-off and groundwater contamination would be minimised.

Policy EN18 Contaminated Land and Ground Stability - A desk study identifies possible risks arising from ground contamination. However, Phase 1 of the desk study submitted with this application has been assessed and agreed with the City Council's Environmental Health Officer. There is a requirement for a phase 2 study that will require more surveys and monitoring and this could be secured via a condition.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy and is accompanied by a Waste Management Strategy.

Policy DM1 - Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

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

- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health;
- adequacy of internal accommodation, external amenity space, refuse storage and collection; 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. The proposal is considered to be consistent with the following Core Strategy Policies SP1, CC1, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8 and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved.

DC18.1 Conservation Areas – The proposal would enhance the character and appearance of Upper King Street Conservation Area and other nearby conservation areas. Any negative impacts on heritage assets would be outweighed by the public benefits of the scheme. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – any harm to heritage assets would be less than substantial and be outweighed by the public benefits.

The proposal is considered to be consistent with saved UDP policies DC18.1, DC19.1 and DC20 for the reasons set out below.

Policy

NPPF Section 6 (Building a Strong, Competitive Economy) and Core Strategy policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), EC3 (The Regional Centre), CC1 (Primary Economic Development Focus), CC7 (Mixed Use Development) and CC8 (Change and Renewal) - The office would replace a building that no longer meets modern occupier requirements. The proposal would generate jobs in the construction and operational phase. This would be a high density development in a sustainable location. During the operational phase, the commercial space could support 340 direct FTEs. There would be a local labour agreement.

NPPF Section 9 (Promoting Sustainable Transport) and Core Strategy policies CC5 (Transport), T1 (Sustainable Transport) and T2 (Accessible Areas of Opportunity and Need) A Transport Statement explains that the proposal would be acceptable in

highways terms. An Interim Travel Plan would promote sustainable travel and includes an assessment of access over the wider area, the Travel Plan's objectives and details on the implementation. A 12 space basement car park would be replaced with cycle parking, showers, and lockers.

NPPF Sections 12 (Achieving Well Designed Places) and 16 (Conserving and Enhancing the Historic Environment), Core Strategy policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - A Heritage Impact Assessment demonstrated that the proposals would result in adverse and beneficial heritage impacts. The interventions to original fabric would largely be beneficial, with some minor adverse impacts. It would have a moderate adverse impact on the setting of nearby listed buildings, which would result in less than substantial harm which would be outweighed by public benefits.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy policies EN9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), Policy EN17 (Water Quality), EN18 (Contaminated Land and Ground Stability) and EN19 (Waste) - The proposal would include a blue roof. Planting on the terrace levels would support biodiversity. An Air Quality Assessment that any air quality issues during construction and in operation can be mitigated. There is no evidence about the presence of any protected species on the site or nearby that would be affected. There would be no adverse effect on any statutory or non-statutory designated sites in the wider area and ecological enhancements are proposed.

A condition would require further site investigations following demolition. Any contamination is not expected to be unusual or insurmountable. A Waste Management Strategy details measures to minimise waste during construction and in operation. .

Core Strategy Policies CC7 (Mixed Use Development) and CC10 (A Place for Everyone) – The proposal would be an efficient, high-density, mixed-use development in a sustainable location.

Other Relevant City Council Documents

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 2015s 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.

Development and regeneration in a progressive and equitable means creating and enabling jobs and growth in a smart and thoughtful manner. This should ensure that residents living in nearby areas and circumstances of disadvantage are connected to employment, skills and training opportunities, and given the support and empowerment necessary to make the most of them.

Manchester: A Certain Future (MACF) - The climate change action plan 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. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in its Climate Change Delivery Plan.

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. 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 to be taken to reduce carbon emissions between 2020-2038. 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 to be taken to become energy-efficient, and investment 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.

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 proposal would be consistent with these principles and standards.

Powering Recovery: Manchester's Recovery and Investment Plan – This sets out Manchester's response to the COVID-19 pandemic to reinvigorate its economy, with plans to protect and create jobs, and support new business opportunities. 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. The office space would support the aim to secure a highly skilled and knowledge intensive workforce in the City. The reuse of the site would intensify the levels of economic activity at the site and align with the Plan's ambitions for zero carbon and climate resilient growth.

The Greater Manchester Strategy (2017) ("Our People, Our Place") – This was produced by the Greater Manchester Combined Authority (GMCA) and replaces the former "Stronger Together: Greater Manchester Strategy" published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be: "A place where all children are given the best start in life and young people grow up inspired to exceed expectations. A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it. A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent. A place where people live healthy lives and older people are valued. A place at the forefront of action on climate change with clean air and a flourishing natural environment. A place where all voices are heard and where, working together, we can shape our future."

Delivery of new office and commercial space would create a substantial amount of employment from the supply chain and in direct job creation through new commercial office floorspace. The new offices would contribute directly to creating an environment that attracts investment into local and regional centres within Greater Manchester and in Manchester, which is seen as the heart of the region.

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 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.

Stronger Together: Greater Manchester Strategy 2016-2025 - This is the sustainable community strategy for the Greater Manchester City Region. The Manchester Strategy 2016-25 also identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. 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 and a high quality of life. All its residents are able to contribute to and benefit from sustained prosperity. The proposed office accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Joint Health & Wellbeing Strategy (2016) - is the city's overarching plan for reducing health inequalities and improving health outcomes for Manchester residents. It sets out a ten year vision for health and wellbeing and the strategic priorities which have been identified to support this vision. The vision is that in ten years the people of Manchester will be living longer, be healthier and have more fulfilled lives with a genuine shift in the focus of services towards prevention of problems, intervening early to prevent existing problems getting worse and transforming the city's community based care system by integrating health and social care.

Manchester's Great Outdoors (A green and blue infrastructure strategy and action plan for Manchester) - Highlights that Manchester needs to demonstrate that it can be both a green city and a growing city. It emphasises a need to focus on Open Spaces, Linkages and Networks of "urban green".

Conservation Area Declarations

Upper King Street Conservation Area

The Site is located within the Upper King Street Conservation Area. The overarching historical character of the area, which was Manchester's original financial district, is best reflected by key buildings such as the Former Midland Bank to the west of the Site and the collection of bank buildings to the north west of Concert Lane. As is commonplace with city centre Conservation Areas, the architectural character and materiality is varied. This is primarily due to the continuous cycles of change and redevelopment, which defines the commercially focussed nature of town centres.

This area has been designated due to the high architectural interest of several of the buildings within the area and clear grouping of buildings that were borne out of a commercial growth of the city during the mid-18th century through to the early 20th century.

The maintained character includes a retained gridline street pattern, with a relatively tight urban grain. 50 Fountain Street is one of the few buildings stepped back from the pavement line due to a discontinued plan to widen the street in the 1970s. The roads are generally narrow, with several being only a single lane width and are therefore not heavily used by motorised traffic.

The articulation of junctions and corners is often expressed by the architectural treatment of the buildings, with either canted elevations displaying grand entrances or impressive rooflines. There is a rich variety of architectural styles within the area ranging from the historic 19th century buildings through to those constructed in the late 20th century (e.g. Belvedere and 55 Fountain Street) and the last few years (e.g. 11 York Street).

There are 16 Grade II and II* Listed Buildings within the Study Area, including the Site, identified within the submitted Heritage Statement prepared by Stephen Levrant Heritage Architecture (SLHA). Notably, the Grade II* Exchange House building adjoins the Site to the north-east along Fountain Street and the Grade II* Former Midland Bank is located to the west of the Site.

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.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area, the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

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 persons 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 applicant has formally engaged with Manchester City Council via a request for a formal Screening Opinion from the Local Planning Authority with a letter titled ‘Proposed for partial demolition and redevelopment of 49 Spring Gardens and 50 Fountain Street, Manchester – Town and Country Planning (Environmental Impact Assessment) England Regulations 2017 Request for a Screening Opinion’.

This was to confirm from Manchester City Council (MCC) that proposed forthcoming application for planning permission and listed building consent, as set out in the letter, either independently or cumulatively, does not meet the tests of the Schedules 1, 2 and or 3 of the Regulations and therefore an EIA does not need to be included as part of the submission.

The letter provides information about the proposals, background and baseline information to support the conclusions of the letter and this confirms that the development would not result in any potentially significant effects that could otherwise be mitigated to non-significant levels.

A comprehensive assessment under Schedule 3 of the Regulations has been carried out as part of this letter and this is reinforced by the information contained in the rest of the technical appendices submitted with the letter.

On this basis, it was confirmed that the City Council, as local planning authority, agrees with the conclusions of the letter, and hereby confirms that the Applicant will not need to prepare and submit an EIA with the forthcoming application detailed in the letter dated 10th August 2021.

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

Regeneration is an important consideration in terms of evaluating this proposal. The City Centre is the primary economic driver in the City Region and is crucial to its economic success. The City Centre must continue to meet occupier requirements for new workspace and new working environments in order to improve its economic performance. The commercial core is a priority location to underpin the next phase of growth of the City Centre economy.

A key regeneration objective is to consolidate the core as a major office destination. Major investment has continued in the core over the past 15 years with new developments and the refurbishment of many buildings, including listed buildings and buildings in conservation areas. This proposal would retain and incorporate a listed façade and introduce a modern building at back of pavement line. The accommodation would be flexible and adaptable and could be occupied by a single end-user or multiple tenancies and could respond positively to the operational needs of occupiers looking for flexible space.

The Manchester's office market continues to perform robustly with further rental growth predicted. The proposal would generate around 391 full time equivalent (FTE) construction jobs. Once fully occupied the development is expected to accommodate 340 FTE jobs generating GVA worth almost £35m per year. The proposal would generate business rates of around £8m over the first ten years of operation.

The development would be fully compatible with existing and proposed surrounding land uses and would consolidate the commercial core. It would revitalise Fountain Street and use a prime employment site efficiently ensuring that a strong supply of modern office accommodation. The development would be consistent with the objectives of the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with the City Council's current and planned regeneration initiatives post-Covid and with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

The proposed use of the site as offices and alternative uses considered

Para 14 of the NPPG provides guidance on the optimum viable use of heritage assets. The proposal represents the site's optimum viable use, allowing it to contribute to the continued growth, evolution and success of the area and the City Centre as the economic core of the Region.

A number of alternative uses were considered including hotel, residential and retail / leisure space. Each would require wholesale changes to the Listed Building, either through comprehensive demolition or significant alteration, and may not contribute to the character of the Conservation Area in the same way. The only solution which would result in a high quality scheme, would be residential and this is not a typical city centre residential location. An office was considered the most appropriate and optimum viable use for the building to restore, reveal and enhance areas of high heritage significance.

A Viability Report has been submitted in support of the proposals, including its height and scale. It assessed a number of options to confirm which were financially viable. This concluded that this proposal is the only viable scheme that would protect the key characteristics of the site.

An independent review has confirmed that all other options save for that proposed would generate a loss or not be viable. It accepts that the proposal is the most viable development out of 8 options tested and the scale is necessary to bring development forward.

The existing building would be difficult to adapt in its current form and the 1970s element offers no heritage benefits. Office occupiers now require increasingly sustainable, smart buildings that make use of natural ventilation; larger floorplates; create a greater sense of space from high ceilings and offer open plan, column free floorplates. They demand outdoor spaces such as terraces and winter gardens.

The existing space cannot deliver these requirements. A variety of refurbishment options have been considered and, notwithstanding issues of viability, they have been discounted because of the underlying layout and form of the existing building which creates substantial challenges in creating a next generation office workspace to suit the modern occupier.

The building has a split level floorplate, low floor to ceiling heights, poorly positioned lift core, columns within the floorplate, natural light deficiencies and no amenity spaces for tenants. Based on these constraints, it would not be possible to guarantee the occupation of the building the longer term.

Height, scale, mass and density

The scheme would use the site efficiently to support the city's continued economic growth. The new build would re-instate the historic building line and respond positively to the area. The set back would provide a degree of separation between the retained building and new build and reduce the impact on key views of the heritage asset. The glazed façade would be distinctively modern. The level 7 pavilion would not be visible from street level through the set back and tight knit urban grid.

Design, appearance and architectural quality

Siting the building at back of pavement would reinstate the historic building line. There would be a shadow-gap between the new build to reveal the cornice and chimney on the corner of this Grade II* Estate Exchange. The proposal relates to the stringcourse detail on the Estate Exchange and 49 Spring Gardens.

The new build materials would complement the Listed facade and articulate the elevations and volumes. The new build would complement the design quality in the area, supporting regeneration and employment growth. Its modern appearance enables the form of the retained façade to be appreciated.

Relationship to Context and Impacts on Heritage Assets and Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. It 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 asset's importance, sufficient to understand the potential impact of the proposals on their significance. In determining applications, the following considerations should be taken into account: The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; The desirability of new development making a positive contribution to local character and distinctiveness; and Opportunities to draw on the contribution made by the historic environment to the character of a place.

The focus of the Government's planning policy guidance is to ensure that the desirability of sustaining and enhancing the significance of heritage assets is taken into account and that they are put to viable use, consistent with their conservation (NPPF paragraph 185). The fundamental design objective is to ensure that the impact on heritage assets is demonstrably beneficial, minimising negative impact on significance. Development must be justified by clear and convincing evidence of the impact. Paragraph 193 of the NPPF advises local planning authorities that 'When considering the impact on the significance of a designated heritage asset, great weight should be given to the asset's conservation irrespective of whether the harm amounts to substantial harm, total loss or less than substantial harm to its significance'. Where a proposal would lead to less than substantial harm it should be weighed against the public benefits of the proposal.

Nine views were agreed with the Council and Historic England. These have a baseline value in heritage terms where the proposal can be seen and where there are sensitive / key viewpoints which test whether the proposal would be visible.

View 1 is from the corner of Fountain Street and Spring Gardens. The sandstone façade of the Grade II listed 49 Spring Gardens dominates the foreground, at a prominent corner plot. The view shows the architectural quality of the and façade and its original features such as string coursing, prominent chimneys and dormers and the original double timber door with pink granite surround. This view does not best represent how the building is experienced at street level, as the mansard roof is much less visible than depicted.

The building was extended in the 1970s, creating a recessed extension to Fountain Street, which exposes the blind elevation to the Grade II* Estate Exchange. The extension is largely eclipsed and forms a neutral architectural component.

The surrounding character is defined by buildings of a comparable scale and materiality, the collection of Grade II buildings eclipsed from view were constructed around the same time as 49 Spring Gardens. The gothic buildings around the area convey a coherent sense of place, historic interest, and architectural quality.

The view is taken from within the historic financial core of the Upper King Street Conservation Area, which developed considerably towards the end of the 19th century. Its character and appearance is defined by the high quality of its built form, which utilises robust and imposing architecture to reinforce the wealth, importance and stability of the financial institutions which historically dominated the area.



View 1 – Existing (Spring Gardens / Fountain Street)

The contemporary extension to the Grade II listed building is highly visible, set back behind the sandstone dormer roofline. The extension would change the character of the townscape and the appreciation of the listed building considerably. Its is set back to break up its massing and reduce its apparent scale. This does reduce the impact on the dormer roofline but it would have a considerably intrusive impact on the ability to understand and appreciate the architectural interest of the Grade II listed building as a late-19th century warehouse / office.

The glazed extension relates to the curved form of the existing façade with a modern approach and avoiding pastiche. The floor levels and vertical ventilation panels reflect the sandstone coursing and mullion of the original façade.

The extension would infill an underutilised gap at Fountain Street and reinstate the historic street wall, which was once occupied by 19th century warehouses. This would impair clear views of the blind elevation to the Grade II* Estate Exchange, and change the view considerably but this elevation was not designed to be seen. The proposal has been recessed at its junction with the Grade II* listed building, to ensure principal features such as the protruding chimney and cornice will remain physically unaffected and fully appreciable.

The proposals would have an overall moderate adverse impact. The design seeks to reactivate the original entrance and seeks to align the floor levels of the new build with the 19th century façade. This helps to tie the façade and new build together.

The height and scale of the new would change the view considerably and have a moderate adverse visual impact on the historic character and appearance of the Upper King Street Conservation Area and listed buildings in view 1.



View 1 – Proposed (Spring Gardens / Fountain Street)

View 2 50 Fountain Street is visible in the middle right and is a recessed, just beyond the Grade II* listed Estate Exchange. The view illustrates the alterations made to 49 Spring Gardens, whose façade is the only element retained of the original building. The 1970s recessed, extension completely changed the character and historic plan form of the streetscape.

The view shows the exceptional architectural interest of the Grade II* listed Estate Exchange whose significance derives from its historical associations and architectural detailing including prominent cornices, corner chimneys and an attractive shell canopy to the main entrance. The architectural detailing on each floor shows the phases of alteration made to the original 1852 building, which was extended in 1858.

The modern buildings in the foreground are larger and show how the character and materiality of Fountain Street is more contemporary than Spring Gardens. York House to the left is 10 storeys and reflects the change in scale in areas of the city in the late-20th century.



View 2 – Existing (Fountain Street)

The new building would be viewed in conjunction with the Grade II* Estate Exchange. A recessed bay which is not visible would provide some breathing space between the listed building and the new development and reduce the overall impact on its setting and safeguard significant fabric components such as the protruding cornice and chimney. .

The dark grey frames and symmetrical arrangement of glazed panels to the curtain wall to Fountain Street provides a subtle contrast to the bright, red brick façade of the Grade II* Estate Exchange. The stepped design to Fountain Street ensures the fabric and intricate bays of the adjacent listed building remain appreciable.

The new build would re-establish the historic pavement line and provide active frontages to Fountain Street. The varied architectural character and mixed age of built form along the street, including York House to the left of the view, mean the streetscape can accommodate a new, contemporary element.

The proposed height and massing would dominate the adjacent listed building and the proposal would have a minor adverse impact on the heritage assets in view 2.



View 2 – Proposed (Fountain Street)

View 3 has extensive views of Spring Gardens and key heritage assets which define the special character and appearance of the Upper King Street Conservation Area. The Former Midland Bank (Grade II*) forms one of the key landmarks denoted by its eight, architectural grandeur, and scale.

The sandstone façade fronting Spring Gardens can be seen at the Fountain Street junction. The view illustrates the architectural significance of the building, which is conveyed through the sandstone coursing, curved returns, and prominent dormer roofline. The altered slate mansard roof visibly ensures the protruding chimneys and dormers remain fully appreciable from short to long range views.

The Grade II* listed Former Midland Bank terminates the view, defining the corner of Spring Gardens and King Street. The building was constructed in the early 1930s by Edwin Lutyens. Its architectural quality and form is exceptional with its dominant scale and contrasting use of materials, designed to surpass the various bank buildings in the immediate area.

Lutyens' bank was designed to be a landmark, denoting a sense of financial security with its fortress-like appearance, which was especially pertinent during the inter-war period. This is a key view of the Grade II* listed building, showing its impressive scale, form, and materiality in the wider townscape. The Grade II* bank is one of the largest historic buildings of the Upper King Street Conservation Area and makes a distinctly positive contribution to its character and appearance.



View 3 – Existing (Spring Gardens toward 100 King Street)

The extension causes considerable visual and physical change to the Grade II building and to the settings of listed buildings in the immediate area. The extension will alter kinetic views of the Former Midland Bank when travelling east to west along Charlotte Street towards Spring Gardens to a discernible extent.

This would result in a considerable intrusion on the architectural and historic interest of the heritage assets in the view. The extension has been set back to ensure the significant dormer roofline of the Grade II listed building remains fully appreciable from short-to-mid range views. Its reflective and transparent appearance further mitigates its apparent competitive scale, which relates to the contemporary development to the right. The height and massing would be a dominant element which is demonstrably competitive in scale to that of the adjacent Grade II* listed building and the proposal would have a moderate adverse impact on the heritage assets in view 3.



View 3 – Proposed (Spring Gardens toward 100 King Street)

View 4 provides complete views of the Grade II listed building at 49 Spring Gardens and its return onto Concert Lane and shows its immediate setting which is demonstrably enhanced by the adjacent collection of Grade II sandstone buildings of similar architectural merit.

The collection of former Insurance Company Offices was constructed in the late-19th century following extensive road widening works to Spring Gardens. This collection of buildings subsequently forms a coherent character and appearance which defines this pinnacle point in the areas history.

The listed buildings complement one another in scale, form and materials, yet display individuality with respect to nuances in architectural rhythm and detailing.

Buildings of a more contemporary age and character form the backdrop emulating the mixed character and scale of the immediate area around the site which is synonymous within an urban city centre setting.



View 4 – Existing (from Spring Gardens)

The view shows the recessed design and scale of the extension to the Grade II listed building. The extension would accommodate a viable use for the building and seeks to align the floor levels of the new build with the 19th century façade. This would better tie the retained façade and new build together. The slate mansard roof and dormers would be removed to create an open terrace, which would meet modern office requirements and allow the dormer roofline to be fully understood and appreciated at street level. Replicas of the original window design to the dormers is to be installed, enhancing the ability to understand and appreciate the original

appearance of the dormers as a key component of the listed building for the first time in decades.

The height would result in considerable visual change and a complete alteration of historic character, both to the Grade II listed building, to the settings of listed buildings in the immediate environs around the site and to the character and appearance of the conservation area.

The use of sandstone and slate is synonymous with the collection of listed buildings which define this part of the Upper King Street Conservation Area. Whilst the late-20th century mansard roof to 49 Spring Gardens is not original, its neutral contribution to the listed building ensures that the building is understood and appreciated as a late-19th century building.

It is therefore considered that the proposed development will incur a **moderate adverse impact** on the heritage assets in view 4.



View 4 – Proposed (from Spring Gardens)

View 5 (overleaf) shows the existing building frames the view to the right, with the rear of the collection of Grade II listed at Spring Gardens to the left. The red brick, 1970s extension is glimpsed forming a consistent street wall which terminates at the Grade II* Estate Exchange.

The view demonstrates the enclosed nature of the backstreet, which is a service access. The enclosed character is of a subsidiary backstreet. The view is from the Upper King Street Conservation Area and the immediate setting of a number of Grade II listed buildings but is not the best place to understand and appreciate their special character or appearance. The elevations and returns onto Concert Lane are thus less sensitive to change.

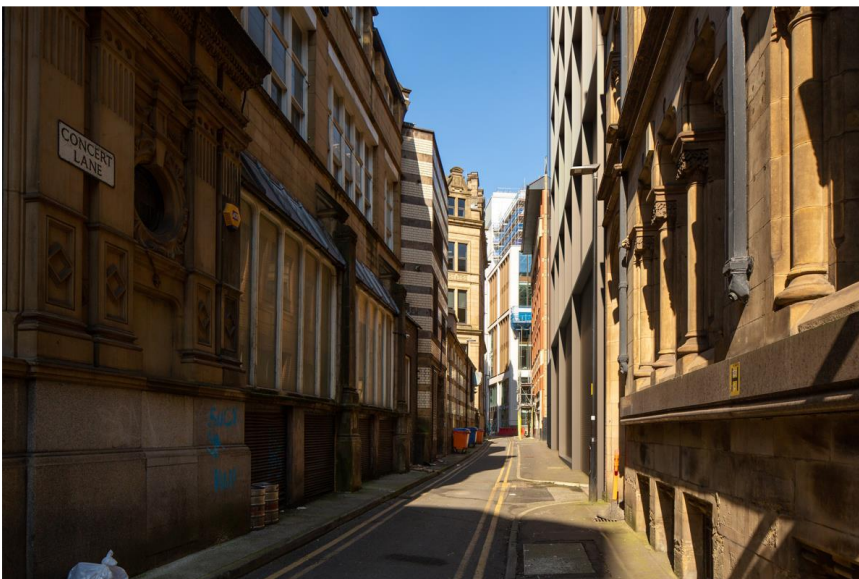


View 5 – Existing (Concert Lane)

The proposal would replace the late-20th century extension with a contemporary, new build element with modern office facilities such as bike stores and level access. The archway set within the return of the sandstone façade would be opened up to provide access and reinstate an access point which was historically open. This would be a beneficial direct and indirect heritage impact.

Whilst Concert Lane is a subsidiary backstreet, it is one of the most historic thoroughfares of the Conservation Area. Special attention to enhancing this street by using complementary proportions and tonality which sits comfortably alongside the sandstone and glazed brick consequently enlivens the narrow streetscape and creates a more pedestrian friendly environment.

It is therefore considered that the proposed development will incur a **minor beneficial impact** on the heritage assets in view 5.



View 5 – Proposed (Concert Lane)

Viewpoint 6 The topography of King Street slopes up from Cross Street to Spring Gardens, which forms its highest point. The collection of Grade II listed former bank and insurance buildings terminates the view, forming a prominent historic viewpoint in Upper King Street Conservation Area. Whilst the roofline is broken to a minor extent by City Tower (1967), this does not detract from the overall ability to understand and appreciate the special interest of the designated heritage assets.

King Street is flanked by buildings of architectural and historic merit with the Grade II* Former Midland Bank seen holding the corner of Spring Gardens to the right with the Grade II* Former Refuge building opposite. This collective grouping of former bank and insurance building emulate the historic grandeur and significance of this area as Manchester's financial district during the late-19th – early 20th century.

The view shows the special architectural and historic interest of the listed buildings and their historic setting. The coherent and largely complete setting of the designated heritage assets make a positive contribution to the character and appearance of the Upper King Street Conservation Area, and is thus, markedly sensitive to change.



View 6 – King Street looking east (Existing)

The roof extension would be visible above the established roofline of the Grade II listed Former Barclays Bank at 43 and 45 Spring Gardens, which terminate views along Upper King Street. The kinetic views along King Street are intrinsically significant to the historic character and appearance of the Upper King Street Conservation Area. The considerable number of listed buildings in the view denote the area's significance as Manchester's historic financial district, complete with an

eclectic mix of architectural styles and materials which allude to the areas continued affluence throughout the 19th and 20th centuries.

The proposal would reflect the materiality of the adjacent Grade II* listed Former Midland Bank, the tonality of the extension aims to reflect the Portland stone which is prevalent along King Street.

The Grade II* listed buildings in the foreground (Former Midland Bank; Former Refuge Building) on either side of the street are demonstrably robust in both architectural quality and scale to accommodate the magnitude of change caused by the proposal. However, the ability to appreciate the intricate curved roofline to the Grade II listed former Barclay's bank building would be eroded to an appreciable degree. Whilst the bulk and massing of City Tower is visible in the far distance, the proposal is considerably closer to the Grade II listed building and would have greater impact from short-to-mid range views within its immediate setting. It is therefore considered that the proposal would have an overall minor-to-moderate adverse impact on the heritage assets in the view 6.



View 6 – King Street looking east (Proposed)

View 7 is further east along King Street with long range views of King Street and the subject site is not visible. A considerable number of designated heritage assets King Street including the collection of Grade II listed 41, 43-45 and 47 Spring Gardens, Ship House, (Grade II), Pall Mall Court (Grade II), Former Refuge Building (Grade II*), Former Midland Bank (Grade II*) and the Bank of England Trustee Savings Bank (Grade I). All of which form the principal focus of the Upper King Street Conservation Area.

These listed buildings have a mix of architectural styles, materiality and age, and collectively convey a sense of place through their historic associations as buildings of commerce, financial stability, and grandeur.

City Tower can be seen to the far distance, above the established roofline of the Grade II Former Barclay's Bank which terminate views to upper King Street. This has a negative impact on the view as a whole, but many of the listed buildings along King Street are robust enough in scale and form to withstand this impact. The roofline of the Former Barclay's Bank is further punctuated by York House, which is situated to the north end of Fountain Street and is 10 storeys above a podium. This reflects the considerable change in scale in areas of the city in the late-20th century.



View 7 – King Street and Cross Street looking east (Existing)

The new building at 50 Fountain Street would be glimpsed in the middle distance, impinging above the established roofline of the Former Barclay's Bank building (Grade II) which terminates the view. It would be of an equal height and scale to York House, which can be seen above the roofline of the Listed Building.

The kinetic views along King Street are intrinsically significant to the historic character and appearance of the Upper King Street Conservation Area. The listed buildings denote the area's significance as Manchester's historic financial district, with an eclectic mix of architectural styles and materials which allude to the areas continued affluence throughout the 19th and 20th centuries.

The grand height and scale of these buildings ensure their significance remains fully readable and appreciable, despite the introduction of the new element in the view and its impact would be **minor adverse** in view 7.



View 7 – King Street and Cross Street looking east (Proposed)

View 8 The site at 50 Fountain Street is not visible. The foreground is dominated by the Grade II listed former insurance building at 41 Spring Gardens. The grand Portland stone façade of the Grade II* Former Midland Bank is glimpsed to the right, with the equally grand Former National Westminster Bank (also Grade II*), to the left.

The scale and architectural quality of these buildings define the special character and appearance of the Upper King Street Conservation Area and make a positive contribution to the ability to appreciate their historic settings.



View 8 – Brown Street and Spring Gardens (Existing)

The wireline indicates the proposal would not be seen and would have a neutral impact on the heritage assets in view 8.



View 8 – Brown Street and Spring Gardens (Proposed)

View 9 (see overleaf), the existing building is glimpsed in the far distance and is largely indistinguishable from Princess Street. It makes a neutral contribution to the character and appearance of St Peters Square Conservation Area.

The view illustrates the visibility of the site in the context of the wider townscape, allowing for extensive views and vistas into the Upper King Street Conservation Area and the mixed architectural character of Fountain Street.

The principal listed buildings include 65-71, Princess Street (Grade II); 65-71, Princess Street (Grade II); and the Site at 49 Spring Gardens (Grade II). The domestic height and scale of the 18th century townhouses in the foreground contrast with the contemporary office buildings behind, illustrating the mixed character and scale of buildings within the urban city centre environment.



View 9 – Town Hall looking up Fountain Street (Existing)

The glazed upper-floors and re-establishment of the pavement line onto Fountain Street can be seen. The assertive contribution of the building to Fountain Street will be clearly read from this distance, although the scale and mass would be tempered in part by its stepped architectural expression and glazed materiality. The distance from the site would mean that it would be an incidental contributor to the background of the streetscape and would have a largely neutral contribution from the St Peter's Square Conservation Area and the designated heritage assets in the foreground. The impact would be overall **neutral impact** on the heritage assets in view 9.



View 9 – Town Hall looking up Fountain Street (Proposed)

The visual impact assessment identified that the proposals would result in:

- five instances of **moderate adverse** impact;
- two of **moderate-to-minor** adverse impact;
- one of **minor adverse** impact;
- two of **negligible adverse** impact and;
- seven instances of **neutral** impact upon the settings of designated heritage assets around the site.

The impact on the Grade II* Estate Exchange has been reduced by the creation of a recess to enable significant elements such as the protruding cornice and chimney to remain unaffected and readable. Nonetheless the scale would harm its setting.

The impact on the Grade II listed 49 Spring Gardens has been mitigated in part through detailed design measures including, the realignment of the floor levels and reviving the original door as its the principal entrance. The scale of the proposal would cause some adverse impacts but there are beneficial impacts such as the quality of the design and the enhancement to the public realm, including Concert Lane, as the surrounding heritage assets would benefit from a thriving environment.

The glazed extension has been informed by the curved returns of the late 19th century façade. The original design of the dormer windows have been re-introduced and the original entrance reinstated at Spring Gardens. this would improve the overall accessibility and reconnect the original part of the building with Spring Gardens and have a positive impact on the conservation area.

The extension is stepped back from the dormers to allow breathing room for the significant former roofline. This would reduce the visual impact on views along Charlotte Street looking west towards the Former Midland Bank.

The extension would reinstate the historic building line and retain the significant fabric components of the listed building.

These works would secure a long term, sustainable and viable use for the retained façade of 49 Spring Gardens. Alternative use options were considered and office use would have the least harmful interventions at the listed building.

Careful consideration must be given to the direct and indirect impact of a proposal on heritage assets. Any potential negative impact must be demonstrably outweighed by public benefits, as defined by the NPPF (Para 196).

Public Benefits

Despite the moderate adverse impact of the development in terms of visual impact, the development would deliver substantial public benefits, including:

- positively contribute to accelerated Post-Covid economic recovery and subsequent growth in the region through associated enhanced productivity. The ability to provide workspace of the proposed size and scale in such a central location is limited, particularly in the context of recent market

intelligence that identifies a shortfall in Grade 'A' office accommodation within Manchester City Centre.

- Delivery of a substantial commercial scheme would help to modernise the city centre's economic infrastructure, contribute to and take advantage of agglomeration forces, providing business accommodation for the key growth sectors which will transform the northern economy, attracted by connectivity, a deep labour pool and economic opportunity.
- deepen the labour market pool, increase the number of higher skilled and higher paid jobs, based on high productivity employment, make a significant contribution to accelerated economic growth and the re-balancing of the national economy, increasing Greater Manchester's share of high value-added service jobs.
- generate 391 direct FTE jobs over the duration of the construction period and through direct investment. During the operational phase, the commercial space will directly support 340 FTE jobs. This includes more graduate level jobs in the conurbation's economy, with companies able to provide more apprenticeships, work placements, and internships, taking advantage of the sectoral makeup of the new employment and industry recruitment, and training approaches.
- The office and retail jobs would generate GVA worth over £35m per year, with wages totalling £14.5m, a considerable proportion of which would be spent locally. Each year, £2.94m of national insurance and income tax will be contributed to the public purse, while business rates could generate £800,000¹ a year, £8m over ten years of operation.
- The proposals would secure the long-term viable use of 49 Spring Gardens, breathing new life into this historic façade, which makes a positive contribution to the Conservation Area and local townscape.
- The design would will make a beneficial contribution to vitality and vibrancy of this part of the city centre.
- Enhancements to public realm and increase in active frontage would enhance safety and security. The increase in people using the area would provide natural surveillance.
- Once operational, the development would deliver a 33.9% improvement on Building Regulations with regards to carbon emissions, rising to almost 95% reduction in operational carbon by 2038, in-line with the City's NZC agenda.
- The scale and range of benefits of the proposal, its contribution to strategic and economic objectives in particular, provides the city with a high impact proposal to support economic recovery and long-term growth.

Any harm to the significance of heritage assets must be weighed against the potential public benefits. In summary, the proposal would deliver short and long-term economic, environmental and social benefits that are significant at the local and regional scale, contribute positively to surrounding streets, enhance the City's built environment and contribute to the strategic objectives of the City Council, the Greater Manchester Region and the Northern Powerhouse agenda. The

¹ Based on current business rates for the site.

development would therefore be in accordance with the requirements of paragraph 192 (NPPF, 2019).

On balance there is policy support for the proposals. There would be a degree of less than substantial harm but the proposal represents sustainable development that would deliver many public benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the listed building itself, the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 193, 196 and 197 of the NPPF and that the harm is outweighed by the benefits of the development.

Viability

A detailed viability appraisal demonstrates that the proposed quantum of floorspace is the minimum necessary and the proposal represents the optimum viable use for the site. Demolition and retention of the significant element of the façade of 49 Spring Gardens is the only sensitive and economically viable option. The retention of the façade and side returns would be logistically and technically challenging and generates abnormal construction costs. The design reflects the importance of the site and its heritage context. Tenants require a high standard of internal fit-out and facilities and the project require investment of circa £35-40 million.

Sustainable Design and Construction

The scheme includes low and zero carbon technologies in line with the energy hierarchy, through a fabric led energy strategy and efficient servicing. The development has no parking and would include cycle parking and associated facilities. The site is highly sustainable and accessible via all transport modes.

The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 and would achieve high levels of insulation in its fabric and high specification energy efficiency measures.

Credibility of the Design

The design team recognises the high profile nature of the site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposal to ensure that it can be delivered.

The materials are appropriate and the proposals are achievable and deliverable. The final proposals have been costed and tested for viability.

Effect on the Local Environment

This examines the impact of the scheme on nearby and adjoining building occupants and includes the consideration of issues such as impact on privacy, daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements, air quality and the environment and amenity of those in the vicinity of the building.

Provision of a well-designed inclusive environment

The proposal incorporates inclusive design principles to create a safe and secure environment which respond to the needs of all users. The main entrance to both buildings would be level. The cycle hub would have level access to a lift to the cycle storage and showers. Any retail units would have level access and on street parking bays would be retained.

Flood Risk

The site is in Flood Zone 1 with a low risk of flooding and flood risk implications are not considered as part of the Drainage Strategy. The Drainage Strategy states that the blue roof would be used before connecting into a surface water drains. Flows would be restricted through attenuation to reduce surface water runoff.

Due to the constrained nature of the site, it is difficult to implement rainwater harvesting or any other SUDS attenuation technique. There would be no residual flood related risks after the development has been completed and the proposal would fully accord with Core Strategy Policy EN14 and provisions of the NPPF.

Waste management and servicing

The Waste Management Strategy complies with MCC's waste standards, in terms of storage, recycling and management. It provides details of the collection arrangements and measures to reduce waste through dewatering, compaction, composting and sustainable supply chains for packaging and resources.

Crime and Security

Recommendations from a Crime Impact Statement produced by Greater Manchester Police Design for Security would be secured by a condition.

Biodiversity, ecological enhancements and blue and green infrastructure

A Phase 1 Habitat Survey and a Bat Survey highlighted no features of significant nature conservation interest. The plant species listed are common and typical of early successional communities of urban sites. Bat activity in the immediate vicinity is low and restricted to commuting and occasional foraging by a small number of common pipistrelle bats. No bats were detected to emerge from the site. If bats are found during works it should stop immediately, and advice sought from a professional bat ecologist.

The study found there is limited potential for urban bird species to nest on site or on street trees. Demolition and clearance works should avoid the bird nesting season or employ an appropriate Method Statement to ensure nesting birds are not harmed if site clearance is within the March to August period.

Construction Management

Measures would be put in place to minimise the impact of the development on neighbours such as dust suppression, minimising stock piling and use of screenings to cover materials. Provided appropriate management measures are put in place, the

impacts of construction management on surrounding residents and the highway network could be mitigated to be minimal. A condition regarding submission of a construction management plan prior to development commencing has been attached to the approval.

Contaminated Land and Ground Conditions

A Desktop Geo-environmental Phase 1 Desk Study Assessment has contained commercial uses occupied the site for many years and recommends: Gas monitoring to confirm the risk from ground gas due to the presence of made ground associated with the infilled pump; Detailed UXO desk study to confirm what mitigation measures will be required; Intrusive investigations to confirm the most suitable foundation solution and to obtain parameters for concrete classification, floor slab and highways design; and Intrusive site investigations (post demolition) comprising: Windowless sampling and cable percussive drilling / cored drilling. Installation of standpipes in boreholes to allow gas concentrations and groundwater levels to be monitored. Geotechnical testing of soils and rocks. Contamination analyses of soils, assessment and recommendations based on the above, including requirements for further work, if necessary.

It is expected that this information will be required once the existing building has been demolished, and therefore the condition trigger will need to be brought in line with the phasing of work. The level on contamination that may be present is not expected to be unusual in a City Centre context.

Response to Neighbour Representations

It is considered that the majority of the grounds of objection have been addressed in the report.

A condition recommended to be attached which would control the Construction Management Programme.

Issues relating to highways access during construction would be controlled via Highways Act namely S 278 agreement(s).

CONCLUSION

The proposal would have a positive impact on the regeneration of this part of the City Centre, contribute to the supply of Grade A office accommodation, provide significant investment in the City Centre supporting the economy, and create both direct and indirect employment. The proposal is in accordance with relevant National and Local Planning Policies. In addition, a convincing, well considered approach to the repurposing of the Grade II listed 49 Spring Gardens façade and the design, scale, architecture and appearance of the new building has resulted in a high quality development that would make a positive contribution to the streetscene. Any harm to heritage assets would be less than substantial and would be outweighed by the public benefits of the scheme, in accordance with the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Accordingly, the applications is recommended for approval, subject to conditions.

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.

Application 131859/FO/2021

Recommendation APPROVE Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

Conditions to be attached to the decision

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

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

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

Plans:

Location Plan - Existing Site (142-JMA-MP-XX-P-A-000000 Revision A); Existing Block Plan (142-JMA-MP-XX-P-A-001000 Revision A); Proposed Block Plan (142-JMA-MP-RF-P-A-001200 Revision B); Existing Ground Floor - GA Plan (142-JMA-B1-00-P-A-022000 Revision A); Existing 1st Floor - GA Plan (142-JMA-B1-01-P-A-022001 Revision A); Existing 2nd Floor - GA Plan (142-JMA-B1-02-P-A-022002 Revision A); Existing 3rd Floor - GA Plan (142-JMA-B1-03-P-A-022003 Revision A); Existing 4th Floor - GA Plan (142-JMA-B1-04-P-A-022004 Revision A); Existing Roof - GA Plan (142-JMA-B1-RF-P-A-022005 Revision A); Existing Basement - GA Plan (142-JMA-B1-B1-P-A-022099 Revision A); Existing Ground Floor -

Demolition GA Plan (142-JMA-B1-00-P-A-022100 Revision A); Existing 1st Floor - Demolition GA Plan (142-JMA-B1-01-P-A-022101 Revision A); Existing 2nd Floor - Demolition GA Plan (142-JMA-B1-02-P-A-022102 Revision A); Existing 3rd Floor - Demolition GA Plan (142-JMA-B1-03-P-A-022103 Revision A); Existing 4th Floor - Demolition GA Plan (142-JMA-B1-04-P-A-022104 Revision A); Existing Roof - Demolition GA (142-JMA-B1-RF-P-A-022105 Revision A); Existing Basement - Demolition GA Plan (142-JMA-B1-B1-P-A-022199 Revision A); Ground Floor - GA Plan (142-JMA-B1-00-P-A-022200 Revision B); Mezzanine - GA Plan (142-JMA-B1-M-P-A-022200M Revision B); 1st Floor - 2nd Floor - GA Plan (142-JMA-B1-01-P-A-022201 Revision B); 3rd Floor - GA Plan (142-JMA-B1-03-P-A-022203 Revision B); 4th Floor - GA Plan (142-JMA-B1-04-P-A-022204 Revision B); 5th Floor - GA Plan (142-JMA-B1-05-P-A-022205 Revision B); 6th Floor - GA Plan (142-JMA-B1-06-P-A-022206 Revision B); 7th Floor - GA Plan (142-JMA-B1-07-P-A-022207 Revision B); Roof - GA Plan (142-JMA-B1-RF-P-A-022208 Revision B); Basement - GA Plan (142-JMA-B1-B1-P-A-022299 Revision B); Elevation AA, Fountain Street - Existing GA Elevation (142-JMA-B1-SE-E-A-042000 Revision A); Elevation BB, Spring Gardens - Existing GA Elevation (142-JMA-B1-SW-E-A-042001 Revision A); Elevation CC - Existing GA Elevation (142-JMA-B1-NE-E-A-042002 Revision A); Elevation DD, Concert Lane - Existing GA Elevation (142-JMA-B1-NW-E-A-042003 Revision A); Elevation AA, Fountain Street - Demolition GA Elevation (142-JMA-B1-SE-E-A-042100 Revision A); Elevation BB, Spring Gardens - Demolition GA Elevation (142-JMA-B1-SW-E-A-042101 Revision A); Elevation CC - Demolition GA Elevation (142-JMA-B1-NE-E-A-042102 Revision A); Elevation DD, Concert Lane - Demolition GA Elevation (142-JMA-B1-NW-E-A-042103 Revision A); Elevation AA, Fountain Street - GA Elevation (142-JMA-B1-SE-E-A-042200 Revision C); Elevation BB, Spring Gardens - GA Elevation (142-JMA-B1-SW-E-A-042201 Revision C); Elevation CC - GA Elevation (142-JMA-B1-NE-E-A-042202 Revision C); Elevation DD, Concert Lane - GA Elevation (142-JMA-B1-NW-E-A-042203 Revision C); Heritage Asset Strategy (142-JMA-B1-XX-X-A-042299 Revision A); Section AA' - Existing GA Section (142-JMA-B1-AA-S-A-052000 Revision A); Section AA' - Demolition GA Section (142-JMA-B1-AA-S-A-052100 Revision A); Section AA' - GA Section (142-JMA-B1-AA-S-A-052200 Revision C); Study Bay 01 - Fountain Street: Stepped terraces (142-JMA-B1-SE-D-A-104200) Study Bay 02 - Fountain Street: Ground Floor (142-JMA-B1-SE-D-A-104201); Study Bay 03 - Fountain Street: Step back (142-JMA-B1-SE-D-A-104202).

Documents:

Design and Access Statement – Jon Matthews Architects; Statement of Consultation – Deloitte; Planning and Public Benefits Statement – Deloitte; Heritage Appraisal – Stephen Levrant Heritage Architecture; Desk based Archaeology Report - Pre-Construct Archaeology Limited; Crime Impact Statement – Design for Security; Transport Statement – Vectos; Travel Plan Framework – Vectos; Waste Management and Servicing Strategy – Vectos; Ecology Survey including Bat Survey – Penny Anderson Associates; Arboricultural Impact Assessment – Urban Green; Environmental Standards Statement – Ridge; BREEAM Pre-assessment – Ridge; Energy Statement – Ridge; Flood Risk Assessment – Renaissance; Drainage

Strategy – Renaissance; M&E Statement, including Ventilation and Extraction – Ridge; Local Labour Agreement – M&G; Noise and Vibration Assessment – Cundall; Air Quality Assessment – Cundall; TV Reception Survey – G-tech Surveys; Wind Microclimate Assessment – ArcAero; Phase 1 Geo-environmental Desktop Survey – Renaissance; Construction Management Plan – BAM Construction; Viability Appraisal – CBRE; Daylight and Sunlight Assessment – GreyScanlanHill;

Stamped as received by the Local Planning Authority on 05 November 2021.

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:

A programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including the roof terraces, and drawings to illustrate details of the full-sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining, details of the glazing and a strategy for quality control management.

(b) All samples and specifications shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition.

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

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

4 (a) Prior to the commencement of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for the construction element of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved document shall be implemented as part of the construction phase of the development.

(b) Within six months of reaching practical completion of the development, details of the results of the scheme approved in part a) of this condition shall be submitted to the Local Planning Authority for consideration.

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

5) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for;

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Phasing and quantification/classification of vehicular activity, to include expected number and type of vehicles accessing the site for: Deliveries; Waste removal; Cranes; Equipment, Plant; Works; and Visitors;
- Size of construction vehicles;
- The use of a consolidation operation or scheme for the delivery of materials and goods;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction), such as programming, construction methodology, shared deliveries, car sharing, travel planning, parking facilities for staff and visitors, on-site facilities to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway (wheel washing);
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses and Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure
- Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions during the enabling and build phases;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used, including the use of cranes (and their location);

- The erection and maintenance of security hoardings;
- Details on the timing of construction of scaffolding.

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 Core Strategy.

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

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

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

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

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

Reason - To 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.

7) a) Prior to the commencement of development, a programme for the submission of final details of the landscaping, lighting, public realm works 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. The proposed hard landscape materials, including the materials to be used for the footpaths surrounding the site and for the areas between the pavement and the line of the proposed building, and within the public realm works area;
- II. Any external lighting;
- III. The ecological enhancements to be installed at the buildings to enhance and create new biodiversity within the development;
- IV. The landscaping proposed for the roof terraces;

b) The above details shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition. The development shall be carried out in accordance with the approved details.

Reason - To ensure that a satisfactory landscaping scheme and ecological enhancements for the development are carried out, in accordance with saved 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.

8) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the City Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the City 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.

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

1. A phased programme and methodology of investigation and recording to include:
 - an evaluation through trial trenching
 - dependent on the above, more detailed excavation (subject to a separate WSI)
2. A programme for post investigation assessment to include:
 - production of a final report on the investigation results.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

10) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, the hierarchy of drainage options in the National Planning Practice Guidance, and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the City Council as Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The drainage scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

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 in writing by the City Council as 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. This must include flow controls and attenuation storage;
- As built construction drawings (if different from design construction drawings).
 - Management and maintenance plan for the lifetime of the development to secure the operation of the sustainable drainage scheme throughout its lifetime. The party responsible for management and maintenance of the

drainage system shall be clearly identified. A schedule of tasks and frequencies shall be devised. This shall include all components in the drainage system and shall be aligned with manufacturer's instructions and best practice.

Reason - To manage flooding and pollution, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

11) Deliveries, servicing and collections, including waste collections, shall not take place outside the following hours:

07:30 to 20:00, Monday to Saturday

10.00 to 18.00 on Sundays and Bank Holidays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

12) Any external roof terrace areas shall not be used until the hours of use for each terrace and details of their management and how they would be used have been submitted to and approved in writing by the City Council as Local Planning Authority. The roof terraces shall be used in accordance with the approved hours and details thereafter.

Reason - In order that the local planning authority can achieve the objective of protecting the amenity of local residents in accordance with saved policy DC26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

13) Any 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.

Before development commences on any external plant, 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) Upon completion of the development and before any of the external plant is first operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the above noise criteria. The report shall give the results of post-completion testing to confirm that the proposed noise limits are being achieved once the plant and any mitigation measures have been installed. Any instances of non-conformity with the above criteria shall be detailed along with any measures required to ensure compliance. The report and any necessary measures shall be approved in writing by the City Council as Local Planning Authority and the development shall be implemented in full in accordance with the approved details before the plant is first brought into use.

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

14) 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.

15 a) Before development commences, 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.

b) 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.

16) The development shall be carried out in accordance with the submitted Waste Management Strategy (VN211928), prepared by Vectos and received by the Local Planning Authority on 05 November 2021.

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

17) In terms of air quality, the development shall be carried out in accordance with the Air Quality Assessment prepared by Cundall and dated October 2021. Confirmation is required as to where any air quality filters would be installed and a maintenance and replacement plan shall be submitted to include frequency of cleaning and replacement of filters. This information shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the fit out works relating to the air quality measures.

Reason - 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 EN16, SP1 and DM1 of the Core Strategy.

18) a) Before first occupation of any part 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.

b) Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered under part a) shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan 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.

19) The cycle parking areas shown on the approved plans shall be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate cycle parking for the residential and commercial aspects of the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

20) Within 3 months of first occupation of the building, written evidence shall be provided to the City Council as local planning authority that the development has been built in accordance with the recommendations contained within the submitted Crime Impact Statement, and that a secured by design accreditation has been awarded for the development.

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.

21) The development hereby approved shall achieve a Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post-construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of Practical Completion of the development/buildings hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to the principles contained in the Guide to Development in Manchester 2 and policies SP1, DM1 and EN8 of the Core Strategy.

22) No externally mounted telecommunications equipment, except that relating to the servicing of the buildings hereby approved, shall be mounted on any part of the building, including the roof.

Reason - In the interests of visual amenity, pursuant to Core Strategy Policies DM1 and SP1.

23 (a) Prior to the operation of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for the operational element of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved document shall be implemented as part of the occupation phases of the development.

(b) Within six months of the first occupation of the development, details of the results of the scheme shall be submitted to the Local Planning Authority for consideration.

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

Application 131860/LO/2021

Recommendation APPROVE

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Location Plan - Existing Site (142-JMA-MP-XX-P-A-000000 Revision A); Existing Block Plan (142-JMA-MP-XX-P-A-001000 Revision A); Proposed Block Plan (142-JMA-MP-RF-P-A-001200 Revision B); Existing Ground Floor - GA Plan (142-JMA-B1-00-P-A-022000 Revision A); Existing 1st Floor - GA Plan (142-JMA-B1-01-P-A-022001 Revision A); Existing 2nd Floor - GA Plan (142-JMA-B1-02-P-A-022002 Revision A); Existing 3rd Floor - GA Plan (142-JMA-B1-03-P-A-022003 Revision A); Existing 4th Floor - GA Plan (142-JMA-B1-04-P-A-022004 Revision A); Existing Roof - GA Plan (142-JMA-B1-RF-P-A-022005 Revision A); Existing Basement - GA Plan (142-JMA-B1-B1-P-A-022099 Revision A); Existing Ground Floor - Demolition GA Plan (142-JMA-B1-00-P-A-022100 Revision A); Existing 1st Floor - Demolition GA Plan (142-JMA-B1-01-P-A-022101 Revision A); Existing 2nd Floor - Demolition GA Plan (142-JMA-B1-02-P-A-022102 Revision A); Existing 3rd Floor - Demolition GA Plan (142-JMA-B1-03-P-A-022103 Revision A); Existing 4th Floor - Demolition GA Plan (142-JMA-B1-04-P-A-022104 Revision A); Existing Roof - Demolition GA (142-JMA-B1-RF-P-A-022105 Revision A); Existing Basement - Demolition GA Plan (142-JMA-B1-B1-P-A-022199 Revision A); Ground Floor - GA Plan (142-JMA-B1-00-P-A-022200 Revision B); Mezzanine - GA Plan (142-JMA-B1-M-P-A-022200M Revision B); 1st Floor - 2nd Floor - GA Plan (142-JMA-B1-01-P-A-022201 Revision B); 3rd Floor - GA Plan (142-JMA-B1-03-P-A-022203 Revision B); 4th Floor - GA Plan (142-JMA-B1-04-P-A-022204 Revision B); 5th Floor - GA Plan (142-JMA-B1-05-P-A-022205 Revision B); 6th Floor - GA Plan (142-JMA-B1-06-P-A-022206 Revision B); 7th Floor - GA Plan (142-JMA-B1-07-P-A-022207 Revision B); Roof - GA Plan (142-JMA-B1-RF-P-A-022208 Revision B); Basement - GA Plan (142-JMA-B1-B1-P-A-022299 Revision B); Elevation AA, Fountain Street - Existing GA Elevation (142-JMA-B1-SE-E-A-042000 Revision A); Elevation BB, Spring Gardens - Existing GA Elevation (142-JMA-B1-SW-E-A-042001 Revision A); Elevation CC - Existing GA Elevation (142-JMA-B1-NE-E-A-042002

Revision A); Elevation DD, Concert Lane - Existing GA Elevation (142-JMA-B1-NW-E-A-042003 Revision A); Elevation AA, Fountain Street - Demolition GA Elevation (142-JMA-B1-SE-E-A-042100 Revision A); Elevation BB, Spring Gardens - Demolition GA Elevation (142-JMA-B1-SW-E-A-042101 Revision A); Elevation CC - Demolition GA Elevation (142-JMA-B1-NE-E-A-042102 Revision A); Elevation DD, Concert Lane - Demolition GA Elevation (142-JMA-B1-NW-E-A-042103 Revision A); Elevation AA, Fountain Street - GA Elevation (142-JMA-B1-SE-E-A-042200 Revision C); Elevation BB, Spring Gardens - GA Elevation (142-JMA-B1-SW-E-A-042201 Revision C); Elevation CC - GA Elevation (142-JMA-B1-NE-E-A-042202 Revision C); Elevation DD, Concert Lane - GA Elevation (142-JMA-B1-NW-E-A-042203 Revision C); Heritage Asset Strategy (142-JMA-B1-XX-X-A-042299 Revision A); Section AA' - Existing GA Section (142-JMA-B1-AA-S-A-052000 Revision A); Section AA' - Demolition GA Section (142-JMA-B1-AA-S-A-052100 Revision A); Section AA' - GA Section (142-JMA-B1-AA-S-A-052200 Revision C); Study Bay 01 - Fountain Street: Stepped terraces (142-JMA-B1-SE-D-A-104200) Study Bay 02 - Fountain Street: Ground Floor (142-JMA-B1-SE-D-A-104201); Study Bay 03 - Fountain Street: Step back (142-JMA-B1-SE-D-A-104202).

Design and Access Statement – Jon Matthews Architects; Statement of Consultation – Deloitte; Planning and Public Benefits Statement – Deloitte; Heritage Appraisal – Stephen Levrant Heritage Architecture; Desk based Archaeology Report - Pre-Construct Archaeology Limited; Crime Impact Statement – Design for Security; Transport Statement – Vectos; Travel Plan Framework – Vectos; Waste Management and Servicing Strategy – Vectos; Ecology Survey including Bat Survey – Penny Anderson Associates; Arboricultural Impact Assessment – Urban Green; Environmental Standards Statement – Ridge; BREEAM Pre-assessment – Ridge; Energy Statement – Ridge; Flood Risk Assessment – Renaissance; Drainage Strategy – Renaissance; M&E Statement, including Ventilation and Extraction – Ridge; Local Labour Agreement – M&G; Noise and Vibration Assessment – Cundall; Air Quality Assessment – Cundall; TV Reception Survey – G-tech Surveys; Wind Microclimate Assessment – ArcAero; Phase 1 Geo-environmental Desktop Survey – Renaissance; Construction Management Plan – BAM Construction; Viability Appraisal – CBRE; Daylight and Sunlight Assessment – GreyScanlanHill;

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:

A programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including the roof terraces, and drawings to illustrate details of the full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining, details of the glazing and a strategy for quality control management.

(b) All samples and specifications shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition.

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

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.

The documents referred to in the course of this report are either contained in the file(s) relating to applications ref: 129251/FO/2021 and 129252/LO/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:

Historic Buildings and Conservation Areas Panel
 Historic England (North West)
 Highway Services
 Environmental Health
 Neighbourhood Team Leader (Arboriculture)
 MCC Flood Risk Management
 Urban Design & Conservation
 Greater Manchester Police
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 United Utilities Water PLC
 Greater Manchester Ecology Unit

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

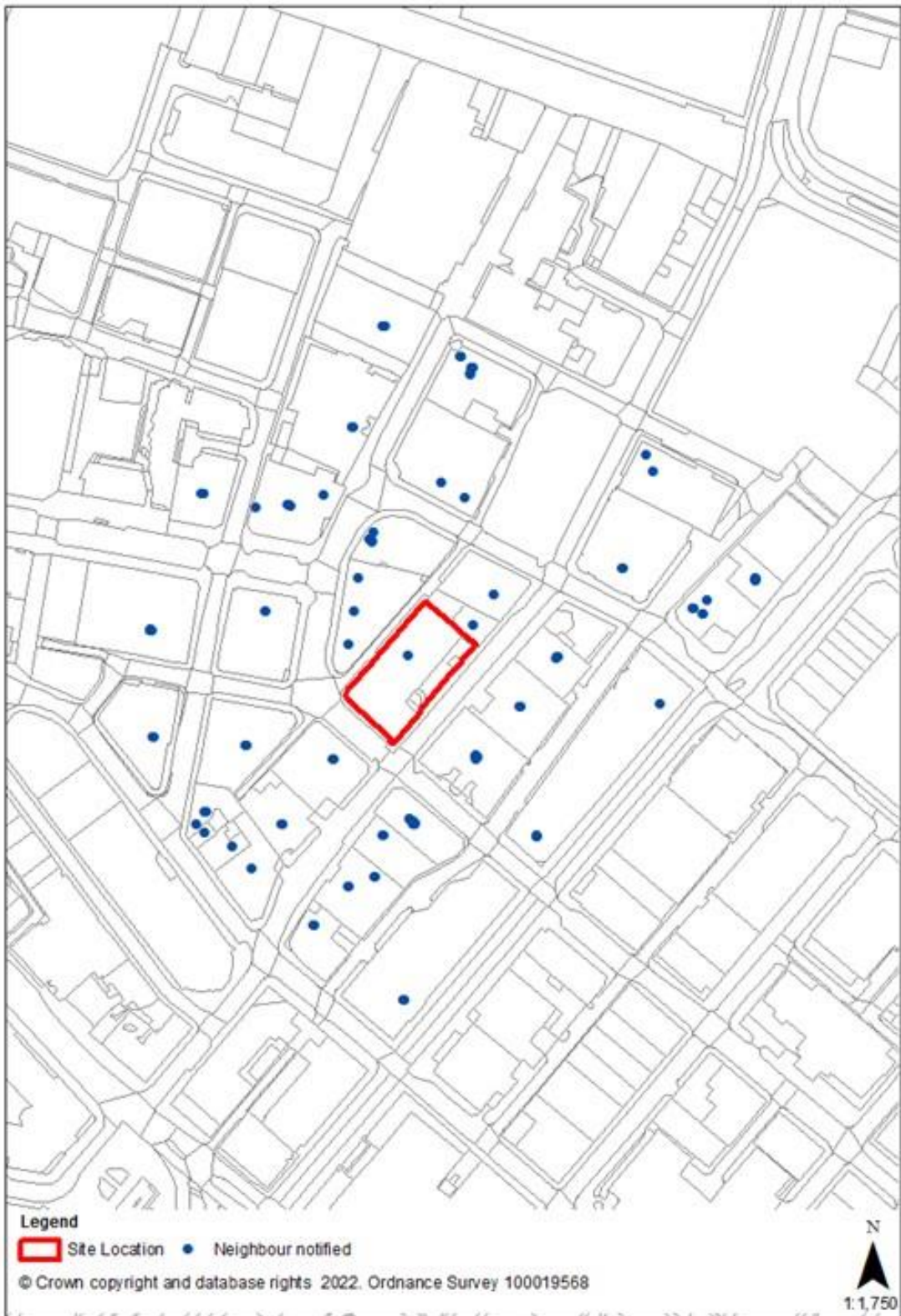
Representations were received from the following third parties:

Historic Buildings and Conservation Areas Panel
 Historic England
 Highway Services
 Environmental Health
 MCC Flood Risk Management
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Ecology Unit

Relevant Contact Officer : Anthony Mitchell

Telephone number:

Email : anthony.mitchell@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
132489/FO/2021	4 Jan 2022	30 June 2022	Piccadilly Ward

Proposal Erection of a part-34, part-11, part 9 part 7 storey residential building above semi-basement level, with associated residents' amenity space including gym (Use Class C3) (comprising 485 dwellings), commercial space (Use Class E), basement car parking (47 spaces), cycle parking (485 spaces) landscaping, and other associated works

Location Port Street, Manchester, M1 2EQ

Applicant Manchester (Port Street) Limited, C/o Agent

Agent Mr Niall Alcock, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The Planning and Highways Committee were 'minded to refuse' this proposal on 31 May 2022 on the basis of the size and scale and its impact on the conservation area.

The proposal is for 485 homes with two commercial units in a part-34, part-11, part 9 part 7 storey building with hard and soft landscaping. 211 letters of objection have been received from 2 rounds of notification and 34 letters of support. Many did not object to the principle of the site being developed, supporting the creation of more housing with appropriate facilities and are keen to see it brought back to life but object to the form of development.

The objections relate to design and scale, heritage and townscape, affordable housing/ need and viability, privacy and living conditions of adjacent residents, provision of public realm, traffic, highways and parking, climate change / embodied carbon, compliance with Planning Policy, precedent and the consultation process

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 on a brownfield, previously developed site. It is part of the Piccadilly Basin and HS2 SRF Areas and adjacent to the Ancoats and New Islington SRF. It would provide one, two and three bedroom homes which meet the Council's space standards. The development would have 47 car parking spaces. The commercial units would provide active street frontages and the public realm would include tree planting and areas of private external space for residents.

Economic: The development would create 601 full time equivalent jobs over the 2 year build period plus jobs in supply chain expenditure. Total net GVA from the

construction phase would generate around £28.5 million. 24 jobs would be supported on site on completion creating GVA of £1.12 million.

485 homes would accommodate up to 844 residents who would spend around £4.1m per annum locally, equating to the creation of 41 full time jobs. Council tax revenue is estimated to be £0.88 million per annum and increased household spend around £3.8m per annum in the local economy.

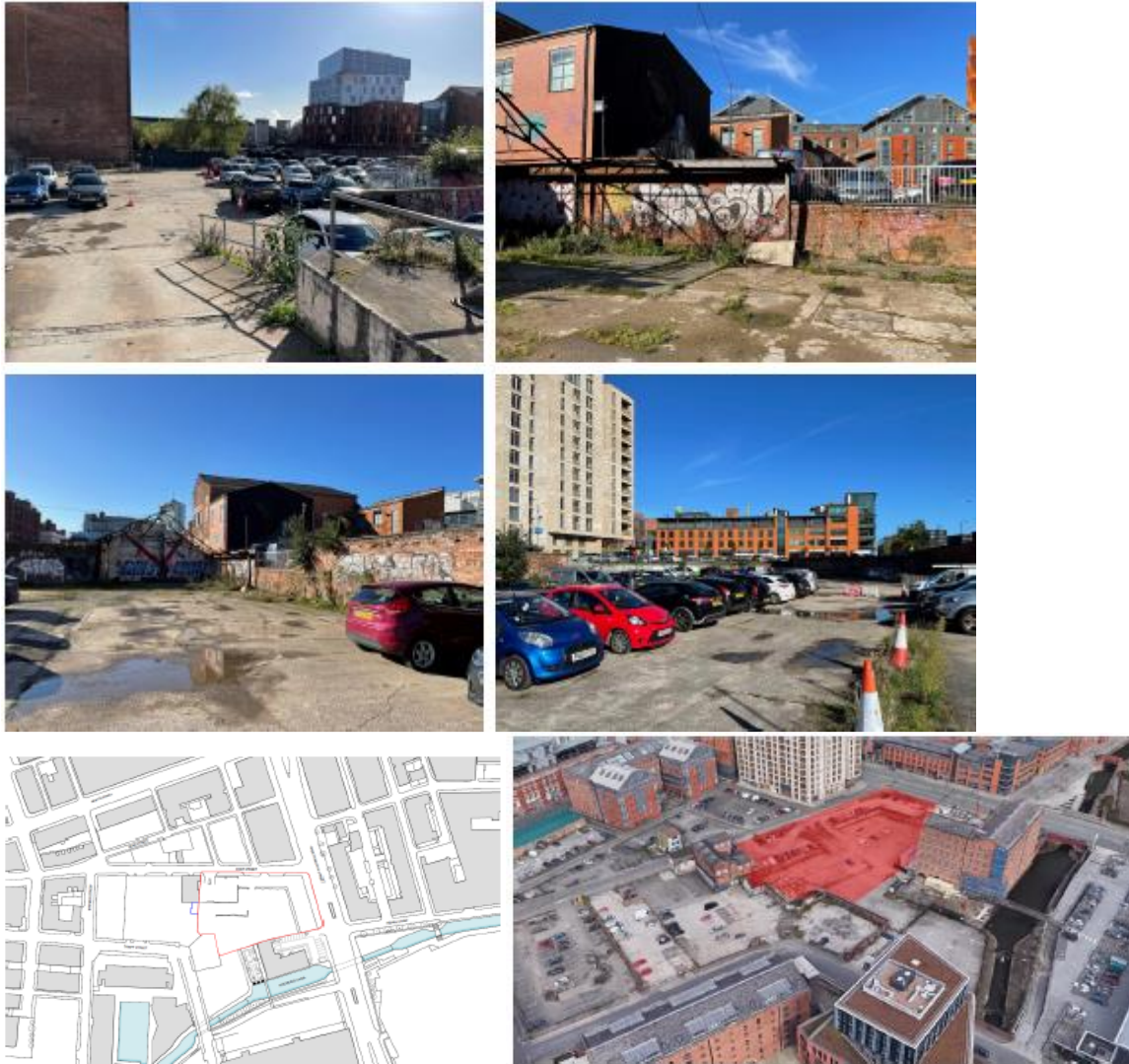
Social: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The construction phase could provide around 120 new trainee placements. Commercial units would bring active frontages and natural surveillance. The development would be fully accessible and 10 parking spaces for disabled people would be provided in the basement. The public realm has been designed to deal with the level changes across the existing site to make it fully accessible. Crime and anti social behaviour would be minimised with an effective lighting scheme. Natural play equipment would be included within the public realm.

Environmental: This would be a low carbon development in a highly sustainable location. The development would be all electric. 100% on site cycle provision would be available. There would be 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 would include SuDS features such as rain gardens within the public realm. The ground conditions are not complex or unusual. The height, scale and appearance would contribute positively to the Piccadilly Basin and HS2 SRF Areas. Secured by Design principles including temporary gating during the evening of the public realm 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. This is a significant development which would have some impact on the setting of nearby listed buildings and structures and on adjacent conservation areas. Historic England consider that the harm would be less than substantial, with the harm to Brownsfield Mill (Avro) falling at a mid-point of the spectrum of harm envisaged by paragraph 202 of the NPPF. Nevertheless, this would be less than substantial and would be outweighed by public benefits.

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 Member's consideration.

DESCRIPTION OF THE SITE

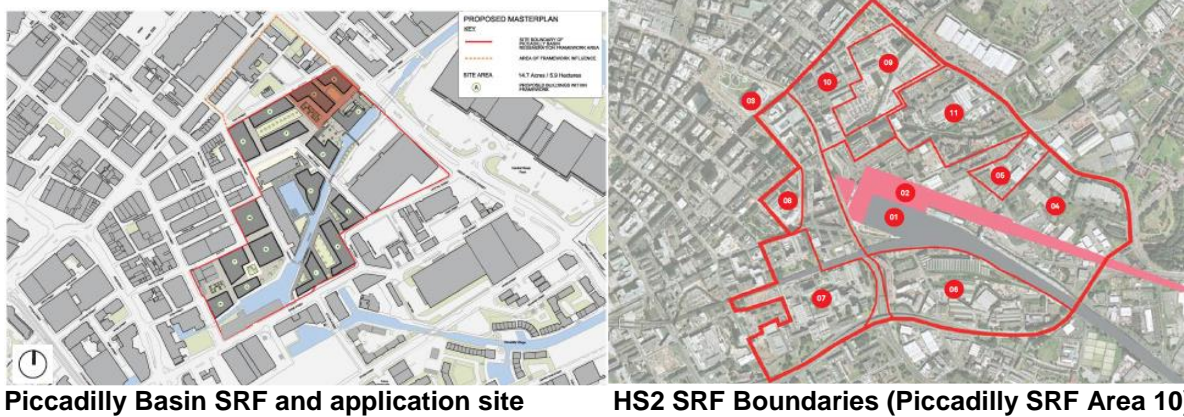


Site location, appearance and context

This 0.48 ha site is bounded by Great Ancoats Street, the Grade II * Listed Brownsfield Mill (Avro Building), a surface car park (approximately 100 spaces) and Port Street. It is used for parking but was formerly timber yards. There are level changes across the site.

The site is close to the Northern Quarter, Ancoats Urban Village and New Islington which contain established residential communities. Port Street provides a link to cultural and commercial activity and to Ancoats through linkages to Redhill Street. Great Ancoats Street is a key traffic route around the city centre.

The site lies within Piccadilly Basin and is covered by two Strategic Regeneration Frameworks (SRFS): The HS2 Piccadilly SRF (2018) and the Piccadilly Basin SRF (2016). A number of SRFs have been endorsed for Piccadilly Basin since the 1990's.



The environment of the area has been improved considerably and three important listed buildings have been restored but the delivery of new development has not progressed at the same pace as other nearby areas despite the site's locational advantages. The site and the immediate area display all the signs of urban blight and neglect with a prevalence of poor quality surface car parks on the sites of former industrial buildings. The street pattern changes in this area from the close grid of the Northern Quarter to the more linear pattern of Ancoats. Port Street reinforces this change.

The Ancoats and Stevenson Square conservation areas are nearby as are a number of significant listed buildings including Brownsfield Mill (Avro Building), the Former Rochdale Canal Warehouse (Jacksons Warehouse) (Tariff Street), Murray's Mill and Royal Mill (Redhill Street) (all Grade II* Listed) and 72-76 Newton Street, 50-62 Port Street, Carvers Warehouse (Dale Street) and the Rochdale Canal Path and retaining wall (Redhill Street) (all Grade II Listed).

The principal character of buildings around are a mix of massive cotton spinning mills, adjacent to the Rochdale Canal and beyond the cleared land in proximity to the site, some lower level Georgian buildings. Beyond these are more modest scale former warehouses. The recently completed Oxid House (13 storeys) and Astley (9-15 storeys) developments on Great Ancoats Street have established a more city scale along this side of Great Ancoats Street.

The site is within easy walking distance of the main shopping areas and close to Piccadilly Station. There are bus routes on Great Ancoats Street and Piccadilly Gardens Bus Interchange is located is a short walk. The site also has excellent connections to East Manchester and North East Manchester. There is a multi-storey car park at the Urban Exchange.

The site is in Flood Zone 1 and is at a very low risk of flooding from surface water, it is in a Critical Drainage Area and in an Air Quality Management Area (AQMA).

BACKGROUND

The Planning and Highways Committee were 'minded to refuse' this proposal on 31 May 2022 on the basis of the size and scale and its impact on the conservation area. They requested officers to present a further report with a potential reason for refusal and this is out below.

1. The size and scale of the proposed development would have an adverse impact on the Ancoats Conservation Area and therefore would be contrary to guidance in S16 of the National Planning Policy Framework and inconsistent with policies SP1, EN3, CC9 and DM1 of the Core Strategy and saved policies DC18.1 (not 19?) of the Unitary Development Plan for the City of Manchester.

The impacts on the conservation area are set out in detail in the report. Historic England note that the surface car park does not contribute positively to the setting of nearby heritage assets and they have no objection to its development. They note that the proposal creates a strong building line on Great Ancoats Street and Port Street, re-establishing a sense of enclosure. This is important from a streetscape perspective and provides a link through the currently ill-defined space between the Ancoats and Stevenson Square Conservation Areas, both of which are partly characterised by their relatively enclosed street pattern. Historic England would therefore see a benefit to this element of the proposal. They do however believe that the scale of the development would negatively affect the contribution made by the sites setting in relation to the significance of Brownsfield Mill, as it would have a considerable impact on the setting in which the mill is experienced and be a visually prominent addition to the streetscape and competing and overshadowing presence which would distract from its special historic and architectural interest.

Historic England and officers believe that the proposal would not harm the Ancoats Conservation area but would cause harm within the setting of Brownsfield Mill this would be less than substantial. This has to be considered against the substantial public benefits that would be delivered which are also set out in detail in the report. On this basis, officers do not consider that a refusal could be sustained.

The scheme is one storey taller than the Piccadilly Basin SRF but the material impact of this is not significant. The manner in which it complies with approved planning policies is clearly set out and addressed in the report. It is these policies that must form the basis of decisions made by the Local Planning Authority, including the Planning and Highways Committee. Planning law requires that applications for planning permission are determined in accordance with the development plan, unless material considerations indicate otherwise.

Officers consider that the scheme is acceptable and should be approved.

DESCRIPTION OF DEVELOPMENT

Permission is sought for the erection of a part-34, part-11 storey, part -9 part- 7 building above a semi-basement level to provide 485 homes (Use Class C3) with 158 one bed (32.6%), 309 two bed (63.7%) and 18 three bed (7%). There would be a double height ground floor commercial space (2 units one facing Great Ancoats Street and one Port Street) (Class E) (595 m²), reception area and management suite, residents lounge and amenity areas (including a resident's gym) and bin store.

485 cycle parking spaces and 47 car parking spaces would be provided in the basement. 10 parking spaces would be EV enabled, and the remainder designed to be upgraded. 10 spaces would be suitable for use by disabled people. Access to the car park would be from a single ramp with a traffic light system from Port Street.



Ground floor plan

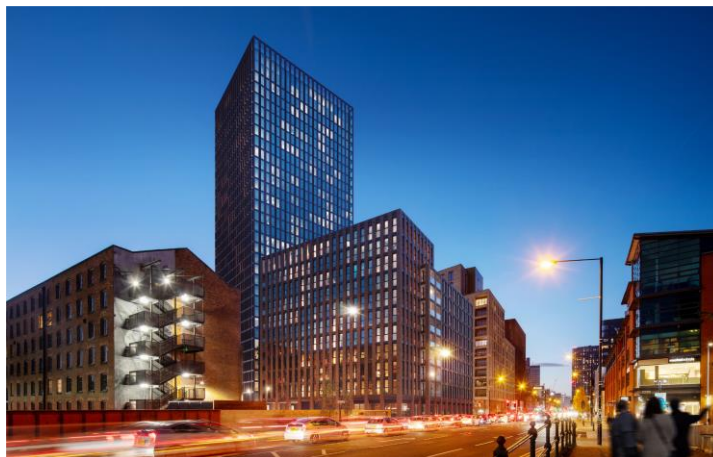
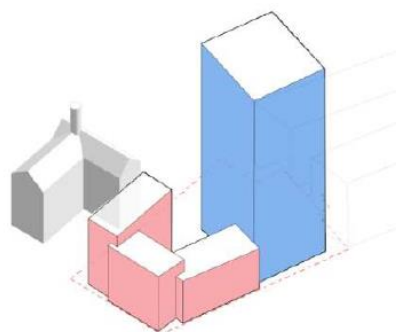
Private and public hard and soft landscaped areas would link Port Street and Great Ancoats Street to routes through the canal basin, facing the Avro Building. The area splits are approximately as follows: public 1,482sqm and private 780 sqm.

The residential accommodation would be serviced from a loading bay on Port Street close to the building entrance. The loading bay would also act as a taxi drop off. The retail units would be serviced from the front either via Port Street or Great Ancoats Street.

The development would comprise two distinct elements with a 34 storey Tower (152m AOD) on Port Street and a lower perimeter podium that forms a new street frontage to Port Street and Great Ancoats Street. The podium would comprise three components stepping up as the building wraps comprising: Port Street (7 storeys / 73.700m AOD); Great Ancoats Street (9 storeys / 79.400m AOD) and Brownsfield Mill (11 storeys / 84.250m AOD).

The building footprint would wrap around a resident's courtyard garden and the blocks would be connected via a loggia facing this courtyard. The stepping of the massing creates areas for a roof terraces and green roofs. Corner balconies articulate the massing. Apartments in the Brownsfield Mills block would be arranged around a smaller side core. The core would contain a refuse chute lobbied from circulation spaces, serving the ground floor refuse store.

There would be a double height amenity space within the 7th floor of the Port Street Tower Block connected to an external resident's terrace on the roof of the 7 storey Port Street block.



The scale, massing and materials of the Podium blocks would respond to the historic mills and new developments, and to more traditional construction techniques and detailing. The façade materials would be a mix of brick and anodised aluminium panels and glazing. The Tower would have materials with a mix of dark red / brown solid and perforated anodised aluminium, panels and glazing.

Each dwelling would have a whole dwelling mechanical ventilation heat recovery (MVHR) system. This allows the construction of a tightly sealed and correctly ventilated environment improving energy efficiency by reducing thermal heat loss through reduced infiltration and improving air quality. Residents would have natural ventilation openings and a boost mode and summer bypass. The purge ventilation would be provided through perforated screens and openable vents in the head of the window openings in the Podium. The system would recycle waste heat improve energy efficiency.

49 (10%) of the residences would be adaptable for disabled residents.

The public realm includes 56 trees (including 2 street trees on Port Street) furniture and grassed areas for public use. Level access would be provided between Piccadilly Basin and Great Ancoats Street. The design includes planted terraces and steps and could facilitate future pedestrian routes through the area as adjacent sites are developed. The public realm will be open during daylight hours and closed off via gates on Great Ancoats Street and Port Street during night-time to allow for suitable management of the space before it is a functioning through-route when development of adjacent plots comes forward. The space would be fully managed and maintained by the applicant.

The private communal courtyard would provide a secure space for residents with open lawns, for small gatherings and informal leisure activities, a seating area with a covered shelter and various places to sit on the edges of planters. A terrace would provide a spill-out for the internal amenity area within the building.

Extensive survey work has demonstrated that it would not be possible to plant trees on Great Ancoats Street because of underground utilities. However, the footway would be upgraded with quality paving. The footway on Port Street would be similarly

upgraded and two street trees planted. A service layby and an on-road cycle lane extension would be constructed.

The development would increase the width of Great Ancoats Street from 5m to between 5.5 and 8m. On Port St the pavement would be widened from 2.5 to 3.5m to 4.5 to 7.5m

The homes are intended to be delivered as a BTR product under the Affinity Living brand. The proposed operation would be focused on delivering a high quality residential offer with high levels of service provision for residents. The applicants would retain and operate the development on a long term basis from sales and lettings to customer care and building management.

The homes would comply with or exceed the Residential Quality Guide standards and the public realm and roof terrace would provide communal space. There would be a 24-hour on-site management / concierge service to manage deliveries, reception and the communal areas.

A Framework Travel Plan has been provided

An internal refuse store 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. There would be twice weekly private collections. On collection day the management company will move the bins to a collection area. Waste would be segregated in each apartment to enable recycling. Residents would take their waste to the internal bin storage areas. Alternative arrangements have been illustrated to adapt the storage and management of waste should the City Council have to take over waste collection. The waste for the commercial units would be stored and sorted within each unit for private collection.

The planning and Listed Building applications have been supported by the following information: - Drawings; - Landscape Plans; Planning and Tall Building Statement, Statement of Community Involvement, Blue and Green Infrastructure Statement Design and Access Statement (including Servicing Strategy) Heritage Statement (and addendum), Ventilation and Extraction Statement, Waste Management Strategy), Crime Impact Statement; Travel Plan; Transport Statement; Ecology Report (including Bat Activity Survey Report); Energy Statement, Broadband Connectivity Statement; Flood Risk Assessment including Drainage and Suds Strategy; Fire Strategy/ Safety Assessment; Noise Statement; Air Quality Assessment; Operational Management Plan, TV Reception Survey; Ground conditions Report; and Viability Report.

The application is also the subject of an Environmental Statement which includes the following chapters: - Construction Management, programme, methodology and phasing; - Climate change; - Daylight, sunlight and overshadowing; - Heritage; - Human health; - Noise and vibration; - Socio-economic issues; - Townscape and visual impact; - Wind microclimate; - Residual impacts; and - Cumulative effects.

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified and the application has been advertised in the local press as an EIA Development, a major development, a public interest development, development affecting the setting of a conservation area and the setting of listed buildings and a development affecting a public right of way. Notification letters have been sent to an extensive area and 163 letters of objection and 34 letters of support have been received.

The objections relate to: design and scale, impacts on heritage and townscape, affordable housing/ housing issues/ need and viability, impacts on amenity, privacy and living conditions of adjacent residents, provision of public realm, traffic, highways and parking provision, climate change / embodied carbon, compliance with Planning Policy, precedent and the consultation process

Many did not object to the principle of the site being developed, supporting the creation of more housing with appropriate facilities and are keen to see it brought back to life but object to the form of development.

Design and Scale

- A tower block would be completely out of place in the Northern Quarter and swamp adjacent buildings;
- It would be 3m less than the North Tower at Deansgate Square which is 37 storey's. Given the disparity in the character of these areas, a 34 storey building wedged between Ancoats and the Northern Quarter is grossly unsuitable and would have a detrimental effect on the aesthetics of the area and surrounding buildings and would be a blight on the immediate landscape and city scape;
- In contrast to conservation projects, interventions, contrasting of old and new developments which have all contributed to the enhancement and preservation of this previously unloved part of the city and the imaginative and varying developments have established and furthered the unique nature of this part of town, the building height is completely wrong and it will look out of place and be an eyesore;
- A height of 11 storeys would be more appropriate;
- This building appears stumpy and short in proportion to its width;
- Although modern buildings have been built nearby in recent years, the highest buildings are around 12 stories, although these are a contrast to the legacy buildings in the area, they do not detract from the area and contribute to the combination of old and new which makes the Northern Quarter, Ancoats and New Islington attractive places to live. The proposed height risks a precedent which damages the character of this area and potentially devalues what makes it such an attractive place;
- The tower block is soulless, disproportionately large and totally out of keeping with the surrounding areas of the rest of Piccadilly Basin, Ancoats and New Islington and will inevitably lead to more, out of proportion blocks on sites such as the former Central Retail Park and along Great Ancoats St;
- With Ancoats and the NQ gaining in prominence on a national and some might say international level, careful consideration should be given to what

welcomes visitors and residents when approaching the area. The proposed scheme is bland and uninspiring. The Tower portion would be cumbersome and bulky and is reminiscent of the Arndale tower. It would stand alone as there are no plans for anything remotely similar in height to be built in the vicinity and is too tall, to fit in with the local area. If a tall tower is absolutely “needed” in this specific spot, then it should be something worthy of looking at. Time, effort, design and money need throwing at this. Maybe the design could be tapered from the upper half of the building so as to be less visually dominant;

- The developer gives no reason/evidence that the scheme is sympathetic to its surroundings. The proposal doesn't fit in with the age, style and design of the surrounding buildings. The architecture is tasteless and more like a prison than premium living;
- This high-rise building does not ‘contribute positively to place making’. Its rectilinear grid has a neutral feel that would be at home in Beijing or Minneapolis. It doesn’t relate to Manchester or its history, or the fact that it is on a former canal basin;
- The 2007 master plan limited the height of development to 32 storeys. The submission does not justify exceeding the 32 storeys in the 2007 Masterplan;
- The brickwork and elevations is bland and the elevations are not varied. It pays no respect to the surrounding mills and is not of a high enough quality;
- The building looks ugly, like a cheese grater, sticking out compared to the industrial buildings. We should be trying to keep a certain 'look' in the Northern Quarter and create another Spinningfields;
- The Northern Quarter should have height restrictions based on the look and feel of the area as it will lose its charm if we fill it full of skyscrapers. Green quarter; Greengate are much better suited to these types of developments. It will add to the dreary high rise builds that have taken Victorian character away from Manchester;
- The stated concept for a ‘gateway’ at this location is, quite honestly, ridiculous. The area begins as Great Ancoats swings up the hill after crossing the Medlock and the Ashton Canal and, on the other side, at what is now the HBL Bank building at the corner of Oldham, where Great Ancoats turns into the Ring Road. The area in question is already the middle. As the middle, there are existing tall buildings along Great Ancoats Street. To continue buildings even at that height further into the Northern Quarter would be to extend the infection rather than limit it, rightly, to the edges of Great Ancoats Street;
- Height restrictions should be imposed to step-down from existing structures, not up. There should not be a jarring shift from the lower, listed buildings next door. ‘Podium’ buildings, as in the current plan, do NOT achieve the step-down effect. The entire development, as shown, will block light and air to existing streets and create a feeling of claustrophobia. The proposed development could easily have a fringe of same-height buildings that step up to double-height (to the existing structures), and, finally, a tower that is not excessive, not above the existing structures immediately adjacent;
- Unimaginative monoliths such as this have no place in this area. A 34 story building is absurd. It would completely change the skyline and views of this historic part of Manchester. There is no need for a building this tall. It is complete excess and offers no benefit to the local area, only to greedy developers attempting to build more flats for less;

- Existing residents need fresh air, greenspace, etc. You should not keep packing in huge developments that only serve to make money for developers. Why does the council never listen to what the people of the city centre actually want? It is our community, not an international development opportunity. There are areas of the city centre where high rise developments work and are appropriate for a modern cityscape- Deansgate/Castlefield/ Spinningfields for example, but please don't allow such schemes in historic low level neighbourhoods;
- There's an opportunity here to build something innovative and inspirational – this is uninspiring, oppressive and potentially damaging to the area. It is nowhere near world-class and will detract from the progress being made in Ancoats and all around this great city. It will reflect poorly on the architectural aspirations of the city, leave many literally in the dark/shade, overlooked and overshadowed by a monolithic, oppressive structure;
- It falls woefully short of the standards set by other developers such as Urban Splash and Manchester Life, who developed quality residential buildings that are economically viable compatible with the industrial heritage of the area, fostering communities and creating genuine public realm it lacks architectural innovation and the attempt at useable public realm is nothing short of a tick box exercise. In essence, the scale represents developer greed over building communities and place making. An approval would tarnish what has been created in the area;
- The original SRF suggested the tallest massing should be to the north-east of the site and slender in plan offering a better silhouette on the skyline. This scheme concludes that a single landmark building is a better response and positioning to the south of the site will help minimize its mass;
- Single sided / dual aspect accommodation as shown on two of the lower buildings is not efficient on dense city centre sites and leads to more buildings on site when not necessary. Residents would benefit from having more amenity space and uses at roof level where the views are better, air quality improved, its quieter and potentially more secure. There would also be greater potential to incorporate environmentally friendly uses for residents at roof level like leisure, garden areas and allotment space all of which would be better for residents to use and would certainly look better when seen from other buildings. These massing ideas should have been explored;
- Tall buildings with central cores are very efficient but this does not mean they must be square towers over the whole height. Precedent for tall residential buildings in cities like New York or Chicago show how the massing and facades can have hierarchy and proportion to allow the floor plates to change and create a more interesting building on the skyline;
- Evidence from the pandemic has shown the need for balconies and fresh air to be available to the residents and if these were incorporated the facades could all be more interesting and the impact of the mass reduced;
- The maintenance of metal facades is expensive, they often suffer from lack of investment as time progresses and managing agents / building owners change. A rusty brown metal landmark building needs a thorough investigating to fully understand what is to be used on the facades - is the metal anodized, powder coated or something else that is envisaged and how does it perform with life cycle costs to keep looking good for the next 100 years; and

- The largest of the buildings should be towards the ring-road to minimize impact on neighbouring buildings;

Impacts on Heritage and Townscape

- Without sufficient regard for local context and community the scheme would diminish the charm and character of one of the most prominent regeneration success stories in the UK. The impacts would fail to meet many of the tests and standards outlined in numerous planning policies;
- The site neighbours the Ancoats conservation area which would be overshadowed and dominated. The scheme is excessive in height and scale. It bears no relationship to its context and to nearby historic buildings. It should be reduced in height to echo the buildings around it or should be rejected. The building will dwarf the historical buildings around it including the Grade II * Listed Avro Building. The relationship with Brownsfield Mill is antagonistic and lacking in harmony/relationship It would have an extremely negative impact on Brownsfield Mill and surrounding buildings and with no empathy with anyone living in the immediate area;
- It would be a terrible shame to allow new developments to spoil the appearance of these beautiful Grade II listed buildings, that have been carefully restored and continue to pay homage to Manchester's proud industrial history. Buildings should step up gradually around the edges of height-restricted conservation areas;
- Taller buildings along Great Ancoats Street are 8-13 storeys and define the primary corridor and boundary of the Northern Quarter/Ancoats. This site is opposite a small scale house and in the context of other smaller scale historic buildings which would be completely dwarfed. The impact on the skyline would be negative;
- A 34-story building would have a significant negative visual impact on the conservation area and listed buildings in Ancoats. It is significantly higher than nearby properties and will "stick out like a sore thumb" on the landscape. Its architectural style is also not particularly in keeping or complimentary to nearby listed mills or conservation zone. The building is a dilution of the historic identity of Ancoats and the surrounding area of red brick mills and low story buildings;
- The scale would damage heritage values of Ancoats and the Northern Quarter and the desirability of property. We have an opportunity to create wonderful spaces and buildings in Manchester but they should complement the existing and extremely uncommon heritage and surroundings that we are privileged to enjoy;
- Pg.83 (para.5.65) within the Piccadilly Basin SRF states that "the heights presented are indicative and will be subject to testing in terms of relationship to heritage assets, conservation areas, microclimate and effect on residential amenity as part of future planning applications". Upon review of the submission documents (ES Conclusions) this testing has demonstrated the proposals will incur a high level of harm to heritage, townscape, amenity and right of light which would not be outweighed by the benefits of the scheme;
- Brownsfield Mill (grade II*) (AVRO), the Former Rochdale Canal Warehouse (grade II*) and 50-62 Port Street (grade II) are most impacted with adverse impacts on the setting of adjacent Conservation Areas. Proposals in their

setting should consider options which minimise 'harm'. Our principal concern is that it would detract from the significant character of the area and set a harmful precedent with particular adverse impacts on the setting of the distinctive mill chimney at Brownsfield Mill and the domestic scale of the late 18th Century dwellings at 50-60 Port Street;

- Viewpoints have been chosen that do not show the full extent of the adverse impacts and some views of the assets such as from Houldsworth Street would be completely obscured by the development when the views should be celebrated and options should be explored which would better enhance the setting of listed buildings;
- It is incomprehensible to why anyone would build an 11-storey building at the boundary of the 7-storey Brownsfield Mill and a 34-storey monolith a few meters away from it. The lack of any consideration is further demonstrated by the design of the buildings on Great Ancoats Street which cascade down towards Port Street where there is a 12-storey building instead of cascading towards Brownsfield Mill;
- Even a single instance of major-to-moderate adverse impact in townscape terms should be justified by substantial benefits;
- CGIs selected are limited to show the scheme in the best light. Ideally a Z mapping 3D model should have been generated to allow the scheme to be seen from whatever position required. This is relevant from streets abutting the site like Holdsworth Street but also from Avro which Historic England emphasized in their response; and
- The archaeology and heritage reports make it clear that it is very likely that the remains of the walls of the early-nineteenth century canal arm are currently buried beneath the site - and that they risk destruction if this development is permitted. It is the duty of the Council to protect them.

Affordable Housing/ Housing issues/ Need and Viability

- There is no affordable housing and it would be preferable to have fewer homes and a lower development;
- The last thing Manchester city centre needs is yet another build rent skyscraper for 'young professionals'. There needs to be real affordable housing, not based on Manchester's ridiculous definition but housing available to rent at housing benefit rates or to buy for someone on minimum wage. Housing where someone in retail or hospitality can call home and not have the added cost of public transport or a taxi home;
- Planners need to consider the future of the planet because the generation who will be renting these substandard designed and built flats may not have much future to look forward to. Furthermore, I would ask where this generation of renters will go when they reach old age or lose their job and can no longer afford to rent? Many may be fortunate enough to buy their own home and move on. However, many more will end up unable to afford to buy or rent and with the dearth of affordable housing we are looking at a worrying future;
- This high rise is a counterintuitive housing solution and the perceived benefits of 485 flats in the sky are overstated. It is well-known that building high rises exacerbates the housing crisis and spurs social segregation. High rises are expensive because of the engineering involved, meaning they are only affordable to wealthy tenants. As some people cannot afford to live in high-

density housing nearby for the above reason, more low-density housing needs to be built, which promotes urban sprawl and pushes even average-earning individuals further out of the city centre;

- The smaller flats appear quite limited in scale and this will invite short-term occupancy and quick turn-arounds that leads to wear-and-tear on the building, and lack of a sense of ownership and community;
- Do we really need 36 storeys of more flats to be left barren, sold to developers in London or overseas with no one living there, ruining the spirit of the city from a diverse and exciting place to live to a concrete mess of skyscrapers that nobody even lives in. I think that the council and planning office has a responsibility to stamp out this sort of corporate corruption and to serve the community which it is supposed to represent;
- The developer may argue that a smaller project will be unviable financially. However, as recent developments in the area must show, creative 14-storey residential living can indeed be built successfully, balancing profit with aesthetics; and
- Is there a need for a further and large development of similar flats which will be largely for single people and couples? What is required is a development to complement the existing housing stock (which is largely apartments) and to develop low to medium rise family which will also complement the surrounding buildings (which are of a similar scale).

Impacts on amenity, privacy and living conditions of adjacent residents

- A building of this height would have an unacceptable impact on sunlight and daylight especially to the East and North, especially in the winter when the sun is low;
- The reduction of natural light may, not only, have a damaging effect on residents' wellbeing, but also our health due to impacts on vitamin D levels;
- The development is not compliant with BRE 209: Site layout planning for daylight and sunlight: a guide to good practice. The results have been incorrectly interpreted and assessed. Chapter 7 of the ES has not demonstrated that effects on daylight, sunlight and overshadowing are negligible. On the above basis alone, the proposal should be refused;
- The BRE Guidelines state that where room layouts are known they should be used. This is also the case for the Annual Probable Sunlight Hours (ASPH) method. The room layouts have been assumed in this assessment however they are widely available on the planning portal. GIA must obtain them and use them to provide accurate NSL and ASPH results. The assessment needs to be completed again with this information utilised;
- The classification of major adverse is described in paragraph 7 of the BRE Guidelines and states that 'factors tending towards a major adverse impact include where a large number of windows are affected and loss of light is substantially outside the guidelines.' The assessment of the overall effects of the proposed development to some adjacent buildings is inaccurate with a false, skewed conclusion in item 7.92. There is a major adverse impact on >50% of the windows on the affected elevation. Under BRE 209 it is a major adverse impact if any one of the Vertical Sky Component (VSC) or ASPH criteria affects a majority of windows. Stating that the effect on daylight is 'non-significant' is a false statement. It is also inaccurate to state that as not all

apartments will be significantly affected so buildings as a whole will be 'okay' - the apartments that are facing the development will be significantly affected;

- Direct natural light has significant benefits on mental health, provides warmth in winter and is a desirable feature for property on the market. The proposed height could turn previously bright residences into dark flats, increasing energy consumption and affect the property values. These impacts would be accentuated by the increased numbers of people working from home;
- The development would cast shadows over adjacent amenity spaces and block out the sun for a considerable part of the day on a number of outside spaces including Islington Marina;
- There would be direct overlooking into adjacent properties and private spaces amenity impacting on levels of privacy;
- The wind microclimate assessment does not include impact on the external amenity areas of adjacent buildings. The downwards drafts from a 34-storey building will have an impact on the existing buildings surrounding the proposed site and this needs explaining clearly as it will harm the environment and could make it unuseable;.
- The increase in people (830+) including many young people would increase noise and antisocial behaviour late at night especially as nearby bars often close at 3-4am;
- Great Ancoats Street is an arterial ring road for commuters and residents, and I see no opinion on how construction works will impact traffic and living for residents during the several years construction will take. There will be disruption for residents for over 6 years as a result of this development which is completely unacceptable;
- The development poses a significant right of light problem to adjacent dwellings. The planning application does not consider or take into account this issue;
- The development would disrupt sightlines and viewpoints;
- The development will adversely impact on TV signals; and
- The development would impact on the legal rights of light of neighbouring properties;

Provision of Public Realm

- The amount of outdoor space would not be at an appropriate level to offset the harm from the height in an area which would have a much increased level of density. Such a huge property should provide green space. Lockdown revealed how many were living in flats with no green space and not enough to share with the small Marina area. Adding another huge building here will only add to the problem. The proposed landscape node will be potentially overshadowed by future phase of adjoining sites;
- The public realm is enclosed, unappealing and insufficient to cater for the area's needs. The public benefits are outweighed by the damage that the building causes; and
- There is a dire need for green space in the Northern Quarter and Ancoats. How will additional green space be created for these new residents? The ward has thousands of residents and so far only one green space (by New Islington

tram). It feels that there is no space in summer I cannot find a small green spot to sit in and it will now be likely over shadowed by this development. The public realm covers a small area of land and consists of a short, landscaped alleyway between buildings that connects two roads with a few benches. The area is overlooked and overshadowed by neighbouring buildings with little direct sunlight. There is no space for children to play, or for dogs to exercise and would be little more than somewhere to pause rather than enjoy. The true benefits to the local community are few and far between. The developer paid lip-service to providing an area for congregation.

Climate Change / Embodied Carbon

- Not enough green space to offset the carbon output. Loss of light to adjacent buildings with large windows would increase heating requirements. The building would not be carbon neutral with no sustainable features such as heat sink technology, solar power or adequate green elements and will add to global warming.

Traffic, Highways and Parking Provision

- The 47 parking spaces is inappropriate on the grounds of congestion / climate change and city centre home owners should agree not to own a car. These streets are already congested and this scheme would increase it and make it difficult for existing residents to park and commute;
- The car park has mechanical ventilation with energy use for fans. In a power blackout, carbon monoxide levels might be a problem. The plans are for discharge of air ground level but it is not clear how this relates to pedestrians or users of the area;
- Parking is at a premium and the waste land used for parking could be aesthetically improved. 485 homes cannot be accommodated by only 47 parking spaces, plus the existing residents and workers that use the parking areas today;
- There would be a large volume of additional car journeys generated by taxi's, deliveries etc for such a large volume of additional residents which will adversely impact on traffic congestion levels;
- How is the additional traffic and construction traffic that this would generate compatible with the clean air zone (green zone); and
- Congestion due to parked cars has led to problems in the area with refuse disposal access. This has caused littering and the excess accumulation of waste within buildings which not sanitary. The limited parking would discourage the adoption of electric vehicles. The building would remove parking and cause more parking issues.

Precedent

- The development would set a very unwelcome precedent for development on a similar scale for other buildings on sites such as Central Retail Park, where the highest building in the area becomes the norm on which to base further planning and development. This would have a further detrimental impact on the local area which is a heritage area with many listed buildings.

Compliance with Planning Policy

- Strategic planning policies: Piccadilly Basin SRF vs. Ancoats & New Islington NDF.** The strategic frameworks for Piccadilly Basin and Ancoats & New Islington share a common boundary along Great Ancoats Street but not a coherent vision for its development. In the absence of a joined-up approach, new proposals on Great Ancoats Street should be examined in detail. The need for a gateway development has expired following the creation of gateway developments at either end of Great Ancoats Street, and the expansion of the City Centre into Ancoats;
- The proposal contradicts policy on tall buildings (EN2): "a fundamental design objective will be to ensure that tall buildings complement the city's key existing building assets including its skyline and approach views";
- There are a significant number of private rented schemes in the area and an increase of this scale would be contrary to policy for Central Manchester in the GM Spatial Framework and Core Strategy Policies S03 "providing of a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) and "creating a more balanced housing market by increasing levels of owner occupation from 46% to 60% by 2015" or Core Strategy Policy S04 (would not help create or support the distinctive local character or complement the two conservation areas and listed buildings "creating well designed places that enhance or create character" and developments that "protect and enhance the built and natural environment";
- The strategic framework for Ancoats sets a maximum building height of 8 stories, respecting the magnificent restored and brought back to life mill buildings fronting Redhill Street";
- The development would be contrary to Core Strategy Policy DM1 re effect on privacy and light; Policy CC9 (Design and Heritage, Core Strategy 2012); and Section 66 and section 72 of the 1990 Planning Listed Building and Conservation Area Act and the NPPF, 2021: The significance of the Listed Buildings and Conservation Areas have not been given sufficient weight, and the negative impact of the proposal on a historic building of significant value has been under estimated and it has not been demonstrated that the level of harm to their setting is justifiable or unavoidable;
- National Planning Policy Guidance (2021) paragraph 200 requires any harm to, or loss of, the significance of a designated heritage asset to be clearly and convincingly justified. The application does not do this;
- The assertion that the 'economic, social, environmental and heritage benefits' of the proposal are sufficient to outweigh the level of harm the development would have on townscape and heritage. The tenuous public benefits are limited and do not respond to the site context nor the context of the area. This is not a distinctive landmark building' as required within the Piccadilly Basin SRF, and it has not been demonstrated that the public benefits could only flow from the scheme. They could be achieved from an alternative scheme which does not result in such significant harm to the designated heritage asset closest to the site;
- The significance of the Listed Buildings closest to the site have not been given sufficient weight (as required by Section 66 of the 1990 Planning Listed Building and Conservation Area Act) and it has not been demonstrated that

the level of harm to their setting is justifiable or unavoidable. The proposal fails to preserve or enhance the significance of the nearby conservation areas and therefore fail to comply with the requirements of Section 72 of the Planning Listed Buildings and Conservation Areas Act, 1990.

Consultation Process

- What is the point in having public consultation if the comments are ignored;
- A more thorough consultation process needs to be undertaken as stakeholder involvement has been kept to the minimum. The development of the site is welcomed but a better scheme can be designed which has greater empathy with the Northern Quarter and the sites context; and
- The consultation process showed that 81% of respondents did not support the development in the form proposed. The developer acknowledges the respondents' primary concern was the building's height. Despite this feedback, the developer has chosen to increase the proposed height of the building from 33 to 34 storeys since conducting the consultation exercise;

Other

- The development would obstruct the views from the surrounding properties which is one of the major reasons that people moved to this area;
- The development would significantly increase the number of residents in the area without increasing the amenities available.
- What assessment has there been in relation to potential structural impact on the foundations of adjacent buildings including vibration damage;
- There could be impacts in terms of the safety and security of residents within adjacent buildings as a result of construction activity;
- The development will lead to overcrowding in the area and local businesses would not be able to support this number of residents. The local Aldi is already really crowded on the weekends and it would get so much worse;
- The only economic beneficiaries of this development appear to be the landowner who will no doubt gain substantially from an old industrial site/car park of limited value being given an over generous planning approval with significant value and the developers who will equally receive significant benefits from selling the scheme.

A 2nd round of notification resulted in a further 48 letters of objection.

- A nurse at the MRI, said how much busier they are since all the building in the city centre. 485 dwellings means at least 700 additional people who need doctors, dentists, pharmacies etc. etc. Mental health services in the city are stretched beyond the limit and social care is challenged;
- There are no CGI mock-ups provided for the top of Newton Street or Lever Street which displays the level of absolute dishonesty of the application;
- The building will block a huge amount of light towards Newton Street and Lever Street, affecting buildings including The Wentwood, The Sorting House, and 113 Newton Street, which will affect ~300+ flats. The bars of Port Street will also be plunged into darkness for a portion of the day;

- It is hideously out of context with the local area. It sticks out like a sore thumb. Considering it has the architectural appeal of a breeze block, that is a problem;
- Another greedy plan that Manchester council will approve without considering any additional facilities for residents in the area;
- Parking is already an issue on Jersey Street, Port street, Redhill St and the Ancoats Area. This will make parking worse;
- I could see no mention of affordable housing, so I hope that this isn't just for the rich to get richer. We are a couple who worked hard all our life and we can't afford any of these new apartments that are going up at the moment, and there is no space for our baby either as they are cramped;
- The overall assessment of the visual impact of the proposed development is stated as Moderate-Neutral in the Townscape and Visual Impact Assessment Addendum. I strongly disagree with this assessment. The proposal is taller than any surrounding buildings and change the view dramatically. It won't harmonise with the surroundings;
- We do not need more buildings, we need more green spaces and your lack of prioritisation of this is shameful;
- This amount of development will put severe pressure on existing inadequate local parking facilities;
- To bring in something that corporate will destroy the area and tarnish it as just another money grabbing venture. This will kill off small businesses in the surrounding areas and within 20 years will have no soul connected to the area. Simply a disgrace we are letting corporate suits ruin such a raw and Mancunian way of living;
- Scale inappropriate to Port Street surroundings evidenced by size in relation to Brownsfield Mill, dwarfing a historical building (associated with JS Lowry and part of an area used recently for US filming, attracted by the existing architecture);
- This will negatively affect the skyline, towering above others and cutting into the beautiful blue skies affecting the view for us and many other apartments. Where we were once able to see towards the Peak district we no longer be able to do so;
- I have lived in the area for 20 years from when it was a waste land of dereliction. The development has been fantastic but really tall buildings will destroy the Northern Quarter charm and create darkness. Manchester has a designated tall building area and it works well please don't allow a darkness precedent in the NQ it will signal a green light to more schemes and the unique culture will be lost;
- The flats will allow Pets and dogs which will increase the ever growing issues of dog urine and Faeces that are now a constant hygiene problem and smell for residents;
- I question the need for yet another one of these humongous skyscrapers with more and more people moving away from the city due to a lack of requirement for city living, less people having to be in a physical office environment when

the space could be used for something that works for current community such as much needed green spaces;

- Buildings such as these are better suited to other parts of the city;
- The loss of daylight to my flat and building would be catastrophic, it would severely effect my living conditions and my resale value. Overdevelopment of the city centre for financial greed of investors is appalling, you would expect a labour council to care more for everyday people and build affordable housing rather than continue to support investment properties;
- I would like to see the plans amended to install balconies on each floor, allowing residents a private outdoor space - this can be beneficial for mental health, as it allows residents to sit outside in private, keep some plants, or air dry clothes without causing humidity in their own home;
- Our view of the sky, and peoples views of distant trees would be almost entirely eradicated. This is of great concern to us as it would significantly impact our quality of life as people who both live and work from home;
- It is not acceptable to block so much light on so many neighbouring buildings. The light assessment has been done only for the 21st of March and not for the rest of the year. The inner courtyard to which my flat faces has currently the 21st of March only light for 6 hours. The proposed development of the 34-floor tower will reduce it to 3 hours which represents a 50% loss of light;
- The development will reduce severely the recreational value and well-being factor of Cottonfield Wharf area. That area will experience as well a 50% loss of sunlight;
- There will cause be a severe loss of privacy to have constantly 20+ floors peeping into my flat;
- Current developments in the city centre are causing severe bottleneck constraints to access GP and Primary Care services. I am also aware that access to nursery services is already stretched;
- The Council should be prioritising green spaces and cleaner streets but is instead approving another building;
- The conclusion that the commentary in the ES Heritage Addendum Statement says that the tower will be the most prominent building in views with the Wentworth the impact is concluded to only be minor adverse which seems illogical and therefore I question the accuracy of this conclusion;
- The cumulative impacts of this development should be considered along with the recently announced proposals for 100 apartment on Postal Street-how will these residents be impacted by the development?;
- New documents have been added to the consultation website on 4th and 10th May and the consultation was due to end on the 14th May how does this fit with the Council and Developer's responsibility to adequately consult neighbours with enough information in a timely manner?;
- The amended proposals do not adequate enhance the level of greenery for residents facing Port Street this is also contrary to the GA Elevation SW plans which show a line of trees in front of the tower;

- There is no clarity about why the developer increased the height from 32 to 34 storeys after the pre application consultation with residents where a number of people said that it was too tall and this needs to be provided.
- Why move this amount of residents into a noisy area which will just lead to complaints about noise levels.

A letter was received from an adjacent landowner which raised concerns about the quality of and amount of space being provided within pedestrian the link from Port Street. They have acknowledged that amendments to the plans have better recognised the importance of this route and request that an appropriate mechanism is put in place to ensure that secure boundaries and access restrictions during the night are removed as adjacent development is delivered.

The letters of support are summarised below:

- This area has been an eyesore for a very long time, the proposed development will have a very positive impact on the surrounding area, get it built!
- I support housing development on this site – homes are sorely needed in this area and car parking needs to be removed. This kills two birds with one stone;
- Great to see more such developments in the area with higher builds;
- The place an eye sore and is dangerous at night. The new development looks amazing and will improve the surrounding area greatly;
- The provision of public realm is positive as demand is high on a summers day and considered invaluable for high rise living residents. I always admire what these developers deliver, they consider the user in mind and get right what the consumer wants and the impact within the local area - I personally love the design of the proposed build;
- The area is in desperate need of development, and the proposed building appears to be of a very high-quality design. I have lived in the Northern Quarter for a number of years, including at the Sorting House on Newton Street - which almost directly looks out at the proposed building. The sprawl of surface car parks really lets down this lovely area. This big new scheme will be the driving force to redevelop this area -kickstarting the process off with a bang. Bringing in new residents will be a great benefit to this area -which is developing into an incredible place to live;
- The scale works well having the lower block addressing the street and the tower set back;
- We are sick to death of seeing car parks;
- This seems to be a wonderful development adding to the local community. Port Street has been long due for something like this to come along;
- So long as buildings of historical value are not damaged in the building of this new development I support it. The binding longevity from both a cultural and economical standpoint for the NQ will be the small character building sat amongst the taller contemporary structures;
- I'm loving the tower blocks being built in Manchester. More please!;

- The current car park is a tired eyesore and it's clearly long overdue for development. We are excited to see new commercial space to add to the vibrancy of the area;
- This will add high quality accommodation to an area of growth within the city centre and will utilise a site that is generally a blight to the area;
- The green area of public realm will be a beautiful addition to the water and basin and will be a positive benefit to local businesses who surround a busy highway;
- I would like to support the new Port St development as I think there's a need for more accommodation for young people in the Northern Quarter;
- The developer and architect appears to have presented a beautiful design that should be embraced by the city centre region;
- This will be a beneficial development that will attract an array of people, driving footfall and support for local businesses and even present opportunities for more to flourish. I look forward to seeing this area and community continue to change for the good, and to create more opportunities for the people who live within it;
- It will be life-changing for a lot of young people who are struggling to get on the housing ladder. Furthermore, it will enhance the neighbourhood and create further support to local businesses;
- The design of this scheme is fantastic and I personally believe that the addition of 1,000 new residents from this scheme will have a positive impact on both the community and local economy;
- I have worked in this area for number of years and I am really excited to see this car park / waste land get redeveloped. It has been eye sore for so many years and feels like very unsafe place to walk passed never mind park in it and it would compete the redevelopment of that section of Great Ancoats Street. The Simpson scheme is very well considered and takes into account the local vernacular and height of surrounding building with a nice level of detail along the street level facade. The tower at rear is tall but I feel that it is appropriate height to act as landmark building that NQ needs;
- It's a shame the site was being used as a car park and a big void along Great Ancoats Street. The more people in the area will mean better shops and more cafes and restaurants;
- I am strongly in support of the scheme as it will bring positive change to the Piccadilly Basin area while delivering much needed housing in the centre of the city;
- I believe the facade of the building as shown in the CGI images beautifully reflects the historical characteristics of the neighbourhood. While the tall side of the project can seem a bit strange at first, developments in central Manchester cannot be stopped just because of the height of a project. Considering the overall look of the project, I think it will fit in well in Ancoats. Also, anything is better than the car park that is currently there!;
- The City needs more opportunities for people to live in the city centre and enjoy the likes of Ancoats/NQ;
- I think the tower part of this building will be quite a landmark for Ancoats, and I think this would a good thing long term. Also I think the small flats would help young people get on the housing ladder;

Letters of support have also been received from Manchester Life and Town Centre Securities (a major land owner within the Piccadilly Basin SRF Area):

Manchester Life- supports the application noting that Port Street is on the desire line for walking and other Active Travel modes from Redhill Street to the City Centre. However, the proposed site and surroundings are currently in very poor condition, with an unappealing and unsafe public realm, hindering Ancoats residents and visitors travelling to and from the city centre and discouraging active travel. Manchester Life is committed to encouraging and embedding active travel into the neighbourhood for the benefit of all residents and visitors and supporting Manchester's Net Zero goals. To that end, they see the proposed Port Street residential development as a positive addition to the area, particularly as it relates to improving the public realm and encouraging active travel with its extensive cycle parking.

Town Centre Securities - offer their full support for the proposals note that the proposals are perfectly aligned with the SRF vision and that securing a residential operator with the reputation of the applicants is testament to renewed confidence in the area and its emerging reputation as a residential neighbourhood of choice. They believe that the proposals would improve natural surveillance on all sides and consider that the proposed height is appropriate to create a marker in the inner ring road for this important intersection between Piccadilly Basin, Ancoats and the Northern Quarter. They appreciate the design evolution against the baseline of the 2 towers (33 and 20 storey) as indicated within the Piccadilly Basin SRF so as to maintain a comfortable environment for pedestrians around the site. They welcome the larger public realm area with a wealth of trees, plants and shrubs which will greatly improve biodiversity in the area and provide areas for members of the public to enjoy. The inclusion of a public route through the site will facilitate future permeability through the site catalysing the next phases of the development of the area.

They state that carefully curated retail units along Great Ancoats Street will activate the area and draw in more independent businesses to what is becoming a vibrant

Brownsfield Mill (Avro) Residents Committee – A letter of objection has been received on behalf of residents which is summarised below:

- The substantial height would impact a great nearby listed buildings including grade II* assets; development within their setting should be of a form which minimises harm, does not obliterate the historic setting , completely detract from the significant character of the area or set a harmful precedent;
- This is not 'a distinctive landmark building' as required within the Piccadilly Basin SRF
- Viewpoints have been strategically placed and additional views from Great Ancoats Street (just north of Redhill Street) looking back at AVRO and from Houldsworth Street should be provided to demonstrate the major adverse harm to grade II* listed buildings from Great Ancoats Street;
- The impact of the building on the character of the Stevenson Square and Ancoats Conservation Areas have not be adequately assessed;

- There are unfair contradictory visions in terms of impacts on heritage buildings in the Ancoats and New Islington NDF (which details an eight-storey height benchmark “only exceeded where a clear urban design, townscape and heritage rationale is presented” (para 4.19, page 22, NDF).) and the Piccadilly Basin SRF (which promotes the “opportunity for building heights to step up towards Great Ancoats Street, culminating at its junction with Port Street” (para. 5.64, page 83, SRF));
- The lack of any consideration of the impact of this development on our building is further demonstrated by the current design of the buildings on Great Ancoats Street which cascade down to Port Street (on the other side of which there is already a 12-storey building instead of towards Brownsfield Mill;
- The ‘economic, social, environmental and heritage benefits’ are not sufficient to outweigh the level of harm on townscape and heritage. The benefits are limited and do not respond to the individual site context nor the context of the area. It has not been demonstrated that these public benefits could only flow from the scheme submitted. Such benefits could be achieved from an alternative scheme, of a suitable design, which does not result in such significant harm to the designated heritage asset closest to the site;
- The proposals should enhance, rather than adversely impact the heritage assets within the immediate and wider setting of the site.
- The public realm would offer little more than somewhere to pause rather than somewhere to enjoy. The true benefits to the local community are few and far between;
- The development would eradicate natural light into adjacent homes. The daylight, sunlight and overshadowing assessment has been completed inaccurately by not using the detailed information for Avro Apartments (Brownsfield Mill) using the no Sky Line (NSL) method, where room layouts which were available at the time of assessment are used within the analysis;
- The assessment of the overall effects of the proposal to Avro is inaccurate with a false, skewed conclusion in item 7.92. There is a major adverse impact on >50% of the windows on the affected elevation. Under BRE 209 it is a major adverse impact if any one of the Vertical Sky Component (VSC) or ASPH criteria affects a majority of windows. Stating that the effect on daylight is ‘non-significant’ is a false statement;
- A separation distance of 20m is not sufficient to justify the gross loss of privacy and the fact that there are residential apartments within the annex building. It also overlooks the sheer number of dwellings;
- Even a single instance of major to modest impact should not be justified by substantial benefits;
- The “Wind Microclimate” analysis makes no reference to the impact to Brownsfield Mill;
- There is a significant understatement of the challenges we will face in terms of noise disturbance from having 830+ new residents living opposite It minimises their impact in the immediate area in terms of traffic with Great Ancoats Street already congested. The lack of parking spaces in the scheme won’t lead to less traffic, due to people hailing taxis, calling in deliveries, etc;

- Vibration and ground disturbance during temporary works may affect the structural integrity of Brownsfield Mill. This is not adequately assessed;
- Ideally a Z mapping 3D model should have been generated to allow the scheme to be seen from whatever position required;
- The original SRF scale and massing suggested the tallest massing should be to the north-east of the site. The massing was also slender in plan so offered a better silhouette on the skyline. The proposal has jumped to the conclusion that a single landmark building is a better response and positioning to the south of the site will help minimize its mass;
- There is no justification for a landmark building or a public green space node for the site or wider context. There are options for less height, greater density at ground floor level and tighter viewing distances between the buildings – to develop the Northern Quarter massing principals further and use its urban grain as precedent.
- Single sided / dual aspect accommodation as shown on two of the lower buildings is not efficient on dense city centre sites and leads to more buildings on site when not necessary;
- Tall buildings with central cores are very efficient but this does not mean they must be square towers over the whole height;
- Manchester already has plenty of square tall buildings, but this building appears stumpy and short;
- Evidence from the pandemic has shown the need for balconies and fresh air and if these were incorporated the facades could all more interesting and the impact of the mass reduced;
- Residential buildings should be easy to maintain, weather well and allowed to grow old gracefully and improved with age. Metal facades need a lot of maintenance and looking after to keep looking pristine. A rusty brown metal landmark building needs a thorough investigating to fully understand what is to be used on the facades – is the metal anodized, powder coated or something else that is envisaged and how does it perform with life cycle costs to keep looking good for the next 100 years.
- There is no demonstration of a 'Right to Light' assessment which is a legal requirement for Avro Apartments as Brownsfield has been on the site for over 20 years. It is also not a requirement for Avro to have been fully occupied during these 20 years. It needs to be demonstrated that Avro's right to light has not been impacted on as a result of the proposal before any construction can take place.

Royal Mills Residents Association - A letter of objection has been received on behalf of residents. They would support a sensitive development and have set out their objections of the following material planning considerations:

- Strategic planning policies: Piccadilly Basin SRF vs. Ancoats & New Islington NDF;
- Strategic planning policies: creation of a gateway to the city centre;
- The effect on listed buildings and the Ancoats Conservation Area;
- Clustering and relationship to context;

- Overshadowing, loss of outlook, loss of privacy and loss of sunlight including that there would be a shadow falling over the school entrance when pupils are leaving;
- Inadequate provision of public realm;
- Parking and highway issues; and
- Consultation

Mirroring the concerns in relation to the Piccadilly Basin SRF & Ancoats and New Islington NDF outlined in the Brownsfield Mill objection above they state that in the absence of a coherent, joined-up approach to regeneration and development along Great Ancoats Street, the proposal should not be approved on the basis that it aligns to the 2016 Piccadilly Basin SRF. Instead, wider consideration must be given to the building's integration with its surroundings today. A tower would provide another tall city centre building, *not* a gateway and be a dominant and unfortunate anomaly against the surrounding buildings of historic interest which is inappropriate. The Piccadilly Basin SRF recommends a "ground +32" storey building which was challenged by Historic England and also rejected by the Developers as unsuitable for the street scene on Great Ancoats Street. This demonstrates that the SRF was poorly considered. Instead, the Developers propose a 34-storey tower, set back from Great Ancoats Street, behind a lower 7, 9 and 11-storey podium building. The lower building is of a more appropriate height but repositioning the 34-storey tower minimise the gateway impact. It does little to reduce its impact within the 'Zone of Visual Influence' for neighbouring historic buildings.

Appropriate development should be encouraged, but the qualities which have resulted in such a successful regeneration of Ancoats must be recognised and protected. The Development Framework for Central Retail Park, demonstrates that it is reasonable to expect that a building located immediately adjacent to a conservation area should respect its purpose. A 34-storey tower overlooking the Ancoats conservation area, and contrasting so extremely with Ancoats' 8-storey height will significantly undermine and detract from the conservation area's sense of history and place.

There are no proposals within either the SRF or NDF to cluster other tall buildings around the Port Street / Great Ancoats Street development and the 34-storey tower bears no relationship to its context, including to the historic buildings that surround it. The tower will dominate the many listed buildings that fall in its shadow; in particular, the neighbouring Brownsfield Mill and cluster of mills along Redhill Street. We ask that the number of storeys be significantly reduced.

Many of the photo montages provided by the Developer to illustrate their proposals fail to allow the viewer to fully consider the tower in this context; the images either crop out the tower's upper floors, or they position it partially behind other structures in the photos' foreground. Consequently, the way in which the tower is perceived, particularly in regard to its context, changes drastically.

The Environmental Statement Vol. 1 considers the impact of overshadowing on just six neighbouring building and does not include a description or diagram to illustrate the sweep and reach of shadows cast across the local neighbourhood. The statement does not document the total number of homes that will be impacted by the

building's shadow, nor the amount of time that these homes will spend in its shadow during the different seasons of the year. A loss of sunlight and outlook will be felt as far as the New Islington Marina, the cafes of Cotton Field Park and beyond. A tower of this height will adversely impact neighbouring historic buildings and these nearby outdoor spaces that provide residents vital access to sunlight.



The development offers few community benefits. The level of public realm has similarities to that at Oxid House which did not deliver where it was stated in the planning submission that “*The creation of a new public square – ‘Newton Square’ – as part of the development will assist in creating a sense of place and will become a destination and landmark in this part of the Northern Quarter.*” The public realm provision is enclosed, unappealing and insufficient in terms of catering for the Areas needs. It covers a small area of land and consists of a short, landscaped alleyway. The area is overlooked and overshadowed and receive little direct sunlight. There is no space for children to play, or for dogs to exercise. The Developer hopes that, at some point in the future, the alleyway may be extended across a neighbouring plot of private land to connect two roads, but this remains outside of their control. A few benches will be included. The public realm is little more than somewhere to pause rather than somewhere to enjoy. The benefits to the community are limited.

The developments will exacerbate issues with overcrowding and littering across the limited public parks. A reduction in the number of apartments and an increase in the public realm would address this.

The Statement of Consultation explains that parking has used the 2011 Census with the average number of cars per household in the Manchester 055 Middle Super Output Area being 0.41. Applying this ratio of cars per household suggests that 199 parking spaces are required not the 47 proposed. The parking is insufficient. They don't provide for the scheme nor facilitate electric cars over the next decade. Reducing the development and increasing its parking provisions would address this.

81% of respondents did not support the development. How has the developer considered local objections to the height.

Ward Members – 2 representations have been received from Councillor Wheeler. The 1st noted that the viability study says specifically that the scheme could meet the affordable housing policy of MCC and still deliver a 12.2% profit. Despite this the scheme offers less than 3%. It is sheer avarice and greed and the committee should reject the scheme pending a response from the developers. In the second he notes the increased contribution to off site affordable housing. He considers that the applicants profit level should be set at 11% at a time of tremendous financial pressure and recently approved residential schemes have had a lower profit.

Councillor Douglas objects as the height is not appropriate and would dominate the area. She notes of loss of privacy and light, increased traffic and pollution, and pressure on infrastructure including access to GPs and dentists. The height would dominate the local area and impact on the Ancoats, Stevenson Square and Smithfield conservation areas. The visual impact on an area with a clear character and unique heritage would be negative. The new homes could put pressure on local medical infrastructure.

Councillor Robinson notes that this is not in her ward (Ancoats and Beswick) but objects because of the impact on Ancoats Conservation Areas and height restrictions in that area. The development would have a domineering and adverse effect on the surrounding areas through loss of privacy, sunlight and impact on infrastructure. The tower would be 20 storeys higher than other properties and the extra traffic and air pollution will add to Great Ancoats Street.

Historic England - Note the site is occupied by a surface car park and does not contribute positively to the setting of nearby heritage assets. As such they have no objection to its development, and they note that the proposals would create a strong building line on Great Ancoats Street and Port Street, re-establishing a sense of enclosure. This is important from a streetscape perspective and provides a link through the currently ill-defined space between the Ancoats and Stevenson Square Conservation Areas, both of which are partly characterised by their relatively enclosed street pattern. Historic England would therefore see a benefit to this element of the proposals.

However, they consider that the scale of the development would negatively affect the contribution made by the sites setting in relation to the significance of Brownsfield Mill, as it would have a considerable impact on the setting in which the mill is experienced and be a visually prominent addition to the streetscape and competing and overshadowing presence which would distract from its special historic and architectural interest. This is significant, as the imposing scale of the mill makes an important contribution to the way in which its historic function and place within the townscape is appreciated and is a defining element of its architectural character. It is therefore sensitive to changes within its setting which would overshadow, overpower or compete with it. The proposals would therefore harm its architectural significance. It is, however, noted that there is some mitigation provided by the proposed off-setting of the tower further into the site, which has the effect of partly separating the two buildings within viewpoint G.

As the ability to appreciate its architectural presence also positively reinforces its important position in understanding the history of Manchester, it would also negatively affect its historic interest. This would be particularly evident in the distraction it would provide from the ability to appreciate the building's interrelationship with the canal and the wider chain of mills. In doing so, its visual presence in views looking south past the other mills to the north along the Rochdale Canal would also have a minor negative effect on their significance.

They note that National policy relating to the conservation and enhancement of the historic environment is articulated in section 16 of the NPPF. These policies state that assets should be conserved in a manner appropriate to their significance (para.189) and that when considering the impact of a proposed development, great weight should be given to the asset's conservation (para.199). Where development would result in less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal (para.202). These national policies are supported in local planning policy. In this instance these are set out within the Manchester City Council Local Plan (adopted 2012), with Policies CC9, EN1 and EN3 being of particular relevance to the assessment of this application a lower level, as a result of the greater physical separation between the site and these assets.

The harm from the proposed development is identified to be less than substantial, with the harm to Brownsfield Mill falling at a mid-point of the spectrum of harm envisaged by paragraph 202 of the NPPF. The harm to the adjacent mills is concluded to fall at the low end of the spectrum of harm covered by this paragraph.

They recommend that the issues outlined in their advice need to be weighed in the planning balance as per paragraphs 189, 199 and 202 of the NPPF and that in determining this application, the statutory duty of sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 needs to be considered. Section 66(1) requires the decision maker to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Section 72(1) requires them to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Canal & Rivers Trust – Have no objections. They note that the site is not immediately adjacent to the Rochdale canal but would be visible from the wider canal corridor. However, the state that Brownsfield Mill would screen the majority of the development from the immediate environs of the canal corridor and they welcome that the impact on the canal related heritage assets to be affected by the proposal have been assessed. They note that the main impact is likely to be on the setting of the grade II* Brownfield Mill and although not owned by the Trust, clearly has a historic connection to the canal. This would however be a consideration for other statutory bodies, and we note that Historic England have not challenged the potential impact at the pre application stage. The Trust is satisfied that the potential visual impact on the waterway corridor has been assessed and that the proposed development would not cause harm to our assets. They would welcome any contribution that may be sought for improvements to the towpath access from Great Ancoats Street to maximise its use by future residents.

Head of Highways- no objections subject to conditions about off-site highways works, pavement materials, the provision of a Car Club Bay, provision and adoption of a Travel Plan and a Construction Management Plan

Travel Change Team – Have no objections and have made suggestions about improvement in relation to surveys and resulting targets which should form part of the final travel plan and about the wider dissemination of the Travel Plan to residents and staff / visitors.

HS2 – Have no objection. They note that it is clear that the developable area of the proposal will not encroach upon formal safeguarded land. They do note however that there is a possibility that public highway adjacent to the site could be disturbed by HS2 utility works and that the applicant is made aware of this.

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 and note that overall enhancement of the site for wildlife should be maximised by inclusion of native and wildlife attracting species in the planting schedule and other measures, the details of which should be conditioned.

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 being attached to any consent granted.

United Utilities – No objections subject to a condition about surface water run off.

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

GMAAS – Have no objections. They note that a Desk Based Archaeological Assessment concludes that below-ground remains of archaeological interest may

survive at the site, especially those deriving from the early 19th-century canal arm and wharf. Any such remains would not be of national, but regional or local significance a condition should require further investigation and recording.

Health and Safety Executive (Gateway 1) – Have commented on the Fire Safety Statement and additional and revised information submitted to address previous comments. They suggest that the application is refused due to the risk of fire or smoke spreading from the basement and compromising means of escape for some residents. This risk is a consequence of the single means of escape in the Great Ancoats Street Tower and lift shaft extending down to basement level. These issues may have an impact on planning considerations of design and layout of the building that may have implications for planning which could usefully be considered now.

Greater Manchester Fire and Rescue Service – The firefighting arrangements meet the requirements for Fire Service access in relation to the width of access road and location of a fire hydrant and the scheme promotes use of a sprinkler system.

Manchester Airport Safeguarding Office – Have no objections

National Air Traffic Safety (NATS) – Have no objections

Natural England – No comments received

Issues

Local Development Framework

The principal document is the Core Strategy. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. The proposals are 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).

Saved UDP Policies

Some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26.

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 - This development would be highly accessible and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy – Jobs would be created during construction, homes provided near to employment. It supports economic growth. Local labour agreements would deliver social value and spread the benefits of growth to reduce economic, social and environmental disparities to help create inclusive sustainable communities.

SO3 Housing - Economic growth requires housing in attractive places. This is a sustainable location and 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.

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), CC4 (Visitors- Tourism, Culture and Leisure) 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 outcomes in line with the Piccadilly Basin SRF.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment through building management, the commercial uses and public realm maintenance. 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 enhance the built and natural environment and create a well-designed place and create a neighbourhood where people choose to be. The public realm would support the business and leisure functions of the city centre improving the infrastructure.

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 area which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth.

NPPF Section 9- Promoting Sustainable Transport and Core Strategy Policies CC5 (Transport), T1 (Sustainable Transport) and T2 (Accessible Areas of Opportunity and Need) - The site is easily accessible to pedestrians and cyclists, and sustainable transport options including trams at Piccadilly Station and New Islington and trams and buses at Piccadilly Gardens. A Travel Plan would facilitate sustainable transport and journey lengths for employment, business and leisure would be minimised. 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. All car parking spaces could be EV enabled.

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 scheme 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 housing being 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 single people, young families, older singles and couples.

Manchester's economy continues to grow and investment is required in locations such as this to support and sustain it. The City Centre is the biggest source of jobs in the region and this proposal would provide homes to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. It is expected that a minimum of 32,000 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the City Centre housing target in the Core Strategy. Around 3,000 new homes are required per each year within the City and the proposal would contribute to this need

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. Notwithstanding this the applicant has offered an initial contribution of £1,000,000 towards offsite affordable housing. The viability would be reviewed at a later date to determine if the schemes viability improves and a greater contribution can be secured 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 Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – The development would use the site efficiently. It would promote regeneration and change, creating an attractive and healthy place to live and spend time. The quality and appearance of the building would meet the expectations of the Piccadilly Basin and HS2 SRF. The building and public realm would improve functionality and contribute to the planned growth of the City Centre towards New Islington and Eastlands beyond.

Any detrimental impact on adjacent heritage assets would be outweighed by the public benefits. The adjacent conservation areas are in a mixed setting and the proposal would be viewed within that context. An analysis of detailed impacts and the justification for accepting these is set out in detail below.

The scale and quality would be acceptable and would contribute to place making and create a cohesive urban form. It would improve the character and quality of a poor quality site. The positive aspects of the design are discussed below.

A Tall Building Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed below.

The following parts of the NPPF should also be noted:

189. Heritage 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. 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 proposal includes, or has the potential to include, heritage assets with archaeological interest, LPAs should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

195. LPAs 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 proposal on the significance of a designated heritage asset, great weight should be given to its conservation (and the more important the asset, the greater the weight should be), irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm.

200. Any harm to, or loss of, the significance asset (from 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.

202. Where a proposal will lead to less than substantial harm, the 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 development in 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 current site does not make a significant contribution to townscape and the site 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 conservation areas and these need to be weighed against any public benefits.

The redevelopment and the creation of active frontage and improved connections providing stronger links between the city centre core, Piccadilly Basin, the Northern Quarter Ancoats and New Islington would enhance the street scene. The building has been designed to respond to its context. However, Historic England are concerned about the impact of its visual dominance on Brownsfield Mill (Avro) in some views and its relationship with the Rochdale Canal and wider chain of mills to the north whilst acknowledging that the overall design has mitigated these impacts to some degree by setting the Tower element back from Great Ancoats Street.

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 Archaeological Assessment concludes that below-ground remains of archaeological interest may survive within the application area, especially those deriving from the early 19th-century canal arm and associated wharf. Any remains should be recorded.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management - Breeam requirements) - An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build and in operation. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

Surface water drainage would be restricted 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 the 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's 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 - The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of 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:

Provides guidance on how air quality should be considered. Paragraph 8 states that mitigation options where necessary will be locationally specific, depend on the proposal and should be proportionate to the likely impact. LPAs should work with applicants to consider appropriate mitigation 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 noise impacts depend on the type of development and the character of the 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 proposal. 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.

Piccadilly Basin Masterplan and SRF – Piccadilly Basin is a major strategic opportunity where extensive and comprehensive redevelopment can be delivered. Investment here will complement established regeneration initiatives elsewhere in the city centre, and in particular the north east at Ancoats and New Islington. The proposal lies within the SRF area and for the reasons set out below it is considered that the proposals would deliver the aims, objectives and opportunities that the SRF seeks to secure.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – This area is a key transport node and has a critical role to play in the city's economic regeneration. Significant investment is planned in the local area, based on Piccadilly Station. The 2018 a Strategic Regeneration Framework (SRF) covers investment in the station and surrounding area. It sets out ambitious plans for the transformation of Station and surrounding area into "a major new district for Manchester with a world class transport hub at its heart".

The Piccadilly SRF Area is a sub area of the HS2 SRF. It provides guidance for proposals around the Station and seeks to maximise the “regenerative and growth potential” around a new multi-modal transport interchange. The purpose of the Masterplan is to ensure that the City is able to capitalise on the development opportunities presented by HS2 and expansion of the Station which could transform the eastern fringes of the City Centre. Being in close proximity to the SRF Area the proposal would support and complement this next phase of growth in Manchester and enhance the City's productivity. This would contribute positively to the delivery of strategic regeneration objectives and be complementary to improving connectivity between the City Centre and communities to the east including between New Islington. This is discussed in more detail below.

Ancoats and New Islington NDF (2016 (updated Character Area 3 2020) - Ancoats is made up of a number of distinctive mixed-used neighbourhoods, including New Islington, that sit on the north eastern edge of the city centre. They are a link between the city centre and the East Manchester. The Framework seeks to guide the comprehensive positive regeneration of the area to deliver an attractive and successful residential-led neighbourhood with opportunities for a wider mix of complementary uses where increasing numbers of people would choose to live, work and spend leisure time.

The priorities for this area include; encouraging redevelopment of vacant and underutilised sites for residential, commercial and service uses and encouraging development that is massed to provide spatial definition along Great Ancoats Street. The proposal would be complementary to those objectives as set out in the Report

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.

This site in the area designated as Piccadilly and the wider Piccadilly area is identified as having the potential for unrivalled major transformation. The investment provided by HS2 and the Northern Hub is a unique opportunity to transform and regenerate the eastern gateway, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. Piccadilly Basin is in the north east of the City Centre and is an important transition between the existing and extended city centre. The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF. The proposal would complement the realisation of these opportunities. It would enhance the sense of place that previous development has established in the Basin and strengthen physical and visual links between the City Centre and regeneration areas beyond. This is discussed in more detail later in this report.

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. Another target envisaged in the plan is the permanent closure of parts of Deangate which it is envisaged will be a catalyst for the regeneration of the area. The wider Masterplan vision of which the current application forms part would be complementary to this regeneration.

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, along with the associated public realm and wider site improvements to be delivered as part of wider Masterplan, 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.

'Made to Move' Beelines Strategy (2018) - This sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities. The overall objective is toward encouraging sustainable, active modes of transport as the primary choice for residents and visitors in the city. In addition, it sets out to provide 1400 new crossings that again remove

physical barriers dividing communities and provide safer walking routes through the city. Much of these changes are to be primarily community led.

The strategy addresses problems with connectivity, air quality, and propensity for cycling in addition to supporting other alternative modes of transport to reducing commuter parking in the area. It also presents the possibility to deliver new temporary street improvements to trail new schemes for local communities, and public realm improvements with walking and cycling routes integrated.

There are two of these new 'beelines' with funding planned in the Northern Quarter, nearby the Site. In the January 2020 investment plan for Beelines, two routes were announced that will run nearby to the Site, and other parts of the Northern Quarter:

- Piccadilly to Victoria (proposed for February 2022);
- Northern and Eastern Gateway (proposed for September 2021)

The proposed improvements to the public realm would complement the Bee Line Strategy.

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

The application site lies within the setting of the Stevenson Square conservation area located on the north-eastern edge of the city centre of Manchester. It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley St. The Stevenson Square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. One of the key aims for the area is to improve and restore this characteristic where it has been eroded.

Ancoats Conservation Area Declaration

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world. Furthermore, the concentration of mill buildings within Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s. Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

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.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Heritage
- Townscape and Visual Impact
- Wind Microclimate
- Socio-Economic
- Human Health
- Climate Change
- Noise and Vibration
- Daylight, Sunlight and Overshadowing

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.35 hectares but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the

basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information

A description of the proposal comprising information about its nature, size and scale;

The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable. The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consent granted.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

Principle of the redevelopment of the site and the Schemes Contribution to Regeneration

Regeneration is an important planning consideration as it is the primary economic driver of the region and crucial to its longer term economic success. There has been a significant amount of regeneration in Piccadilly over the past 20 years through private and public sector investment. Major change has occurred at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as opportunities are presented by HS2, and the City Centre Core continues to expand to areas such as Ancoats, New Islington and Portugal Street East The development would contribute to the area's transformation and regeneration.

Manchester is the fastest growing city in the UK, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase 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 including affordable homes, is critical to economic growth and regeneration to attract and retain a talented workforce and critical to increasing population to maintain the City's growth. These homes would be in a well-connected location, adjacent to major employment and areas earmarked for future employment growth.

The Piccadilly SRF highlights an urgent need to accelerate the delivery of homes and the proximity of Piccadilly Basin to the Station and all public transport modes means that it is ideally located. The SRF identifies that this site is suitable for a tall building given its location at a key intersection between the Basin and Ancoats, New Islington, Holt Town and the Etihad Campus and the Northern Quarter. The indicative scale in the SRF identifies two residential buildings, of 33 and 20 storeys.

This previously developed brownfield site is in a highly sustainable well-connected location. The proposal includes public realm (just under 0.15 hectares), private space for residents and improved footpaths to Port Street and Great Ancoats Street. New pedestrian and cycle connections would link to surrounding developments and the canal basin.

The site has a poor appearance and fragments the historic built form and creates a poor impression. This proposal would address these issues and provide a positive use that benefits the surrounding area. The ground level activity and improved connectivity would integrate the proposal into the urban grain. Enhanced legibility would create a more vibrant and safer pedestrian environment which would also improve the impression of the area for visitors.

The development would deliver significant economic and social benefits including employment during construction and in the building management and commercial units on completion. The development would create 601 full time equivalent jobs over the 2 build period plus jobs connected to the supply chain. Total net GVA from the construction phase would generate around £28.5 million in the local economy. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal. It is estimated that the construction phase could provide the opportunity for around 120 new trainee placements, over the construction period. An estimated 24 jobs would be supported on site on completion. This would create an estimated £1.12 million in GVA.

485 new homes would accommodate up to 844 residents who would spend around £4.1m per annum locally, potentially equating to the creation of 41 full time jobs. Council tax revenue is estimated to be £0.88 million per annum and increased household spend around £3.8m per annum in the local economy

The proposal would use the site efficiently and effectively in line with Paragraph 119, 120(d) and 124 of the NPPF. It would improve the environment in a sustainable location and deliver high quality homes for sale with healthy living conditions. It would be close to major transport hubs and would promote sustainable economic growth. 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

Viability and affordable housing provision

The amount of affordable housing required should reflect the type and size of development and take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, 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 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 485 PRS homes. The delivery of homes is a council priority. The proposal would develop a brownfield site where the topography makes development challenging. It would create public realm and active frontages on a site which makes little contribution to the area. It would have a good quality appearance and comply with the Residential Quality Guidance. All these matters have an impact on 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 the conclusions of that independent assessment have been verified by the City Council's Property Surveyors.

The above assessment and verification considers the benchmark land value to be £3,075,000 and build costs of £208 per sq. ft, which are within the expected range based on comparable evidence. Gross Development Value would be £154,486,580 which would give a profit of 15.02% on GDV. On this basis it was concluded that the scheme cannot support a contribution towards off site affordable housing and remain viable to the quality proposed. Notwithstanding this the developer has offered an upfront contribution of £1,000,000. which would result in a profit level of 14.18% on GDV.

There would be provisions in a s106 agreement to allow the viability to be re-tested to assess whether any additional 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. All would have a MVHR system to draw filtered air into the homes. Residents could override the system through openable vents/ screens. Apartments would have large windows to increase natural sunlight and daylight. The flexibility of the open plan arrangement

responds to contemporary lifestyles. All homes in the perimeter block would be dual aspect with 681 sqm of ground floor amenity space and in a double level space between floors 7 and 8. The amenity / lobby areas would include co-working spaces, spaces to relax and a residents' gym to foster a community feel.

The mix and size of the homes 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. They could be converted to meet all needs. Balconies and walkways would create a sense of community and provide natural surveillance of the landscaped zones.

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 private terraces. 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 part 7, 9 11 and part 34 storey building is appropriate in this location. This would be a tall building and should be assessed against the relevant policies in the NPPF and Core Strategy that relate to Tall Buildings and the Tall Buildings Guidance of English Heritage and CABE.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The key issues its appropriateness and its impact on the setting of the Ancoats, Stevenson Square Conservation Area and affected listed buildings and non-designated heritage assets all of which lie within 500m of the site. The design has been discussed with Historic England and Places Matter and public engagement took place

Tall buildings can play an important role in shaping perceptions of an area. 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. However, they should relate sensitively to their context and make a positive contribution to a coherent city/streetscape. Sites in the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are close to public transport nodes. These parameters have informed the SRF's which have promoted regeneration in the city centre over the past 20 years. Taller buildings should; relate to key nodal points and gateways, key vistas and public spaces, positively contribute to the skyline and deliver significant, high quality public realm to create a high quality, sustainable neighbourhood.

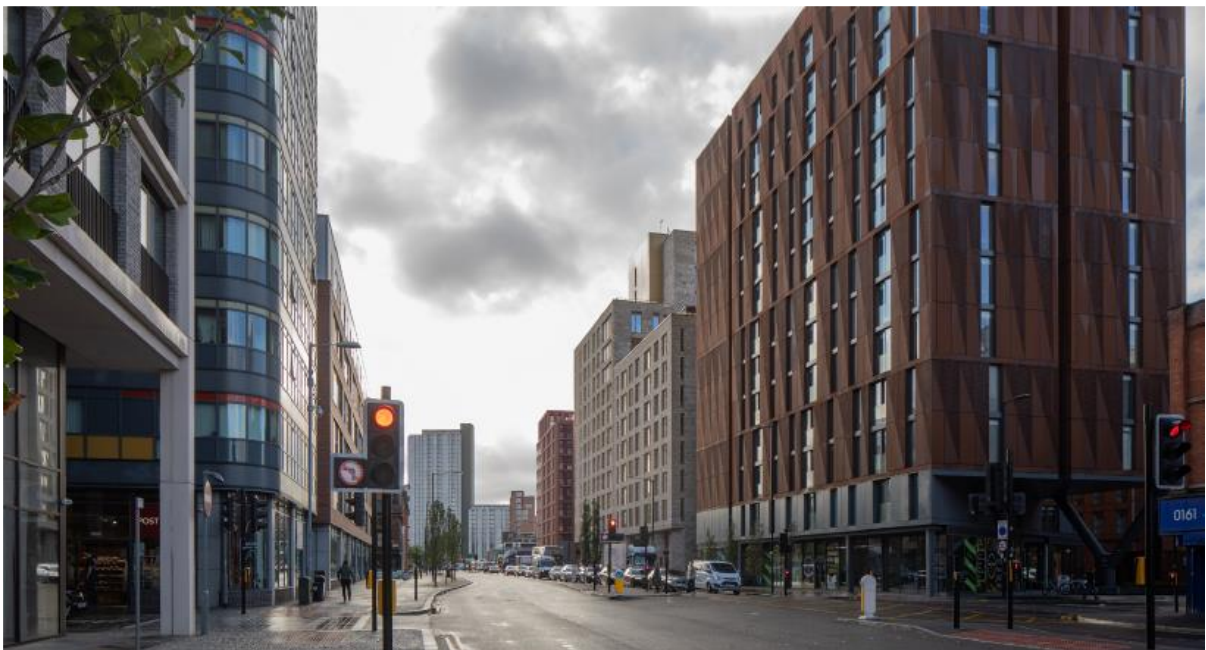
The area includes a mix of large former cotton spinning mills adjacent to the Rochdale Canal and beyond, cleared sites, some lower level Georgian Buildings and beyond these more modest scale former warehouses. There are modern buildings on Great Ancoats Street such as Oxid House (13 storeys), Astley (9-15 storeys) and Oxygen (33 Storeys) which reflect the growth and expansion of the City Centre.

The townscape around the site is mixed, where movement corridors between the city core with its expanding fringes intersect. The site is identified in the Piccadilly Basin SRF as an opportunity to introduce a tall building within high quality public realm. The design would create a landmark at an important juncture and define a key pedestrian route into the City Core. A tall building would create a focal point between Piccadilly Station, the Northern Quarter, Ancoats and New Islington. The former mill complexes which characterise much of Ancoats have a large footprint.

The key design parameters in the SRF require tall buildings to respond to effects on the historic environment, particularly Brownsfield Mill, through a visual impact analysis and assessment and ensure that micro-climatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity.

The location of the tower has sought to minimise its impact on adjacent conservation areas and listed buildings. Site specific considerations have informed the design including surrounding developments, its accessibility, the nearby homes and listed buildings and the relationship with existing and future built context.

The proposal has been informed by heritage, overshadowing and wind microclimate advice. To respond to its historic context and its neighbours. Rather than two towers, as envisaged in the SRF, a single tower is proposed, offset from the road, with a lower perimeter block that repairs the streetscape. This would reduce the visual impact on nearby historic buildings, reduce overshadowing of neighbouring buildings, and improve the wind environment. The lower perimeter block ties the building into its context and creates a more human scale along Great Ancoats Street and Port Street.





The Core Strategy requires tall buildings should help to create a unique, attractive and distinctive City. They should enhance the character and distinctiveness of an area without adversely affecting valued townscapes or landscapes or intruding into important views. The site and its general context undermine the quality and character of the townscape at a main entry point into the City. A lack of street level activity creates a poor impression.

The proposal would improve the area and use the site efficiently. The setting back of the building on the side facing Brownsfield Mill and the adjacent Port Street plot would create space around the building footprint which would enhance its interface with the public realm. The ground floor uses should strengthen the street frontages and provide natural surveillance.

The elevations aim to respond to the surrounding context. A regular pattern of bays would reference a City Centre building typology and the ordered grid reflects the more horizontal emphasis of the former nearby industrial buildings. Visual interest would be provided through stretcher and header brickwork bonds. The brick facades provide a tighter grain grid to Port Street and a vertical grid towards the mill to complement its proportions. Deep brick piers would reflect the character of nearby historic mill buildings. There would be deep reveals and a double storey order at ground floor with large expanses of glazing to provide active frontage.

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 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 Heritage Assessment Townscape and Visual Impact Assessment (TVLA) used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017). The magnitude of the impacts (both beneficial and adverse) are identified in the assessment as high, medium, low, negligible or neutral.

A visual impact assessment, analysed 15 verified views before and after development, including cumulative impacts. Two additional views have been included in response to comments received via the neighbour notification process.



Figure 1. Plan of viewpoints assessed in Heritage Statement by ReForm. Viewpoints assessed in the Heritage Statement (November 2021) are A-I and M-P. Additional viewpoints that form part of this addendum document are indicated in red. Viewpoints J-L are assessed in their accompanying TVIA report.

TVLA and Heritage Assessment viewpoint locations (including additional views)

13 of these viewpoints and 3 additional views have been analysed to provide a qualitative assessment of the effects of the proposal on heritage assets. This also includes the additional views raised by neighbours. Cumulative impacts are shown in wirelines.

In total 18 viewpoints have been assessed for townscape and heritage impacts as appropriate.

The TVIA considers impacts on Town Centre Character Areas within 500m of the Site, which include: New Islington; Ancoats; Northern Quarter; Piccadilly; Retail Core; and Kampus.

Impacts on New Islington would be neutral and on the Retail Core negligible. For Ancoats, the Northern Quarter and Piccadilly the proposal would infill an area of unused land and positively reinforce the urban grain and deliver positive benefits. The material palette and activation of the ground floor in the lower podium blocks to Port Street would reinforce the uses and character at the edge of the Northern Quarter. The additional greenspace would be beneficial.

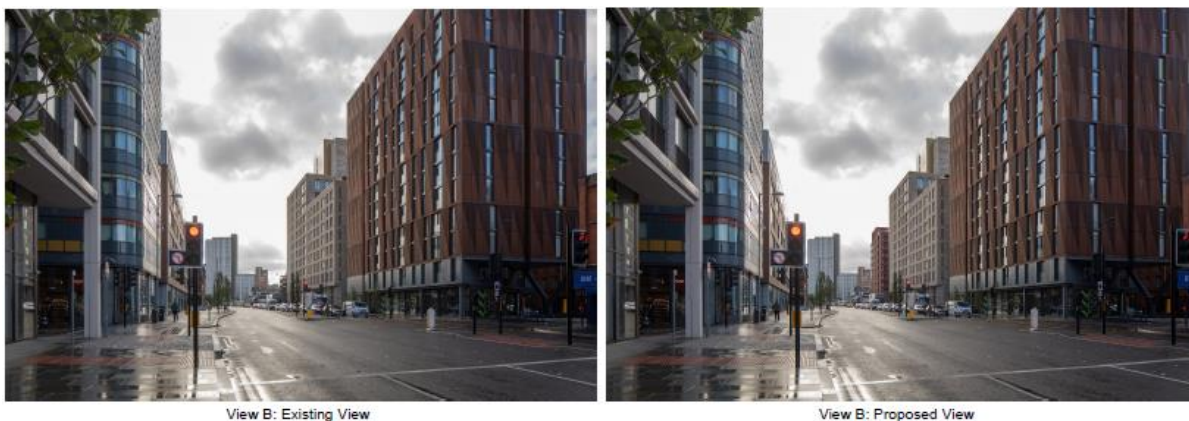
There would be some localised low magnitude of change in Ancoats, primarily from the southern edge of this area where there will be a tall building. However, the regular and tight urban grain of Ancoats restricts views to the majority of the area.



Baseline -The view comprises a variety of architectural styles and forms, including medium rise buildings (6-12 storeys) and smaller buildings (2-3 storeys) with open views of the sky. The weathered steel of Oxid House and Great Ancoats Street are prominent in the view. There are no significant heritage assets prominent in view.

Townscape Impact -The proposal would alter the view substantially. The podium would be in line with the frontage along Great Ancoats Street. The tower would project higher than all adjacent buildings, creating a distinctive focal point. The overall effect would be Minor-Moderate Neutral.

Impacts on Heritage Assets - The proposal would be highly visible and introduce a tall new above the roofscape. Although taller than the recently completed nearby development, it would be seen as part of the continuing developments of Great Ancoats Street and would not visually intrude or dominate the view. This would not alter the character and appearance of the Ancoats Conservation Area, or the setting of the Grade II* Daily Express Buildings and would have a Neutral Impact.



Baseline – There is a wide variety of architectural styles and forms, with medium rise (6-12 storeys) and smaller buildings (2-3 storeys) with open views of the sky. The weathered steel of Oxid House and Great Ancoats Street are prominent. There are no significant heritage assets prominent within view.

Townscape Impacts -There would be discernible change to view but the design and brick cladding would have a positive relationship with existing buildings. The overall effect would be Minor Beneficial

Impact on Heritage Assets -The development is largely concealed from view by modern development with only its lower podium visible which would appear as a continuation of the existing streetscape. The proposal would not affect the setting of the Ancoats Conservation Area and its impact Neutral.



Baseline - The Grade II* listed Brownsfield Mill and some city centre roofscapes are visible. On the right, several Grade II and Grade II* listed buildings form a distinctive and prominent heritage architectural element with continuous blocks along Redhill Street. Building heights are relatively consistent at around 5-8 storeys. The left side is dominated by a dark grey clad block modern apartment block in Cotton Field Wharf. The Rochdale Canal dominates the centre of the view.

Townscape Impacts - the materials and design of the building reflects buildings in Ancoats, including those on Redhill Street. The tower would introduce a vertical element but would not be the tallest roofscape within the view. The overall effect would be Moderate Neutral

Impact on Heritage Assets- The tower would largely be visible providing a punctuation to the skyline and contrast with the open, linear forms in the view. The block on Great Ancoats Street would be seen as a continuation of the large mill blocks. The continual façade of the early mills and warehouses would remain fully visible but the tower would be a visual intrusion to the historic skyline and result in a

minor-to moderate change. Consequently, the view is considered to result in a Minor Adverse impact on the character and appearance of the Ancoats Conservation Area and on the setting of the heritage assets in the view.



Baseline - Some city centre roofscape including the City Tower are visible. The Grade II* listed Brownsfield Mill is the focal element on the left side with a row of mature trees with glimpses of the commercial building on the right. The foreground is dominated by public space. The medium rise nature permits open views of the sky. Great Ancoats Street runs across the view.

Townscape Impacts- The view would alter substantially as the proposal introduces a building where there is no built form. The podium block would be of the same scale as the existing buildings and provide streetscape amination which would be a substantial enhancement on the existing car park. The design would respond to the character of Brownsfield Mill. The tower would introduce a large vertical element but would not screen a significant view. The overall effect would be Moderate -Major Beneficial

Impacts on Heritage Assets- There would be a major change to the setting of the Grade II* listed Brownsfield Mill and to the immediate streetscape. The height and massing would be a dominant element in the townscape which would compete with the Grade II* listed Brownsfield Mill and lessen its dominance. Consequently, it would alter the setting and understanding/appreciation of the Grade II* listed Brownsfield Mill and would be Minor-to-Moderate adverse.



Existing Baseline- Oxygen dominates the left side with commercial units and homes above to the right. The Grade II listed Royal Mills is in the centre. There are a variety of architectural styles with medium rise (6-12 storeys) and low-rise buildings (2-3 storeys) and distant views of high rise. Great Ancoats Street is prominent.

Townscape Impacts There would be a slightly discernible change to view, however the design and materials would relate well to neighbouring buildings. The tower would be higher than the surrounding buildings but is partially obscured by Oxygen Tower and street trees and the overall effect would be Minor Neutral

Impacts on Heritage Assets - The proposal would be partially visible, concealed in part by the buildings in the mid and foreground. The main components of the Ancoats Conservation Area are the horizon, but this is not the best place from which to appreciate their setting, appearance or character. There are a number of designated heritage assets in the view but the magnitude of change and the ability to appreciate their significance is altered negligibly. The proposal would be seen as in distance, signalling the continuation of the city beyond. The proposals would introduce variety to the skyline and would not compromise the settings of the any designated heritage assets and its impact would be Neutral.



Baseline -Burlington House is in the foreground and the Grade II* listed Brownsfield Mill at the end. The left is dominated by an apartment block with a glimpse of the Grade II* listed Jackson's Warehouse. On the right side is the edge of a multi-storey car park. The Rochdale Canal is in the centre and allows open views of rooflines.

Townscape Impacts -There are modern contemporary buildings in the view and the apartment block in the left and the car park façade are considerable modern elements. The development would be behind modern buildings and be a prominent element but would not be substantially uncharacteristic. The tower would introduce a vertical element extending above Burlington House. It would not screen any views of significance including Brownsfield Mill and the effect would be Moderate Neutral

Impact on Heritage Assets- The proposal would largely be visible as a feature in the mid-distance that relates to contemporary developments to the foreground. The tower would in part extend behind the Grade II* listed Brownsfield Mill but would not affect the ability to understand the building's setting or character, which is better revealed in kinetic views when traveling further north-east. The minor visual change would not alter the settings or understanding, or appreciation of the Listed Buildings and the impact would be Neutral.



Baseline -The Grade II* listed Brownsfield Mill forms a distinctive and prominent architectural element. To the left are The Astley and Oxid House; two apartment blocks between 8 and 15 storeys. To the far left a glimpse of the extension to The Wentwood and to the right is a glimpse of the roofscape of Ancoats. The foreground is dominated by the brick wall of the canal bridge.

Townscape Impacts The tower would alter the view substantially obscuring a large proportion of the left side of the view and the podium would impact on Brownsfield Mill. However, the design would be in keeping with the aesthetic of the neighbouring buildings and the overall effect would be Moderate- Major Neutral

Impact on Heritage Assets The proposal would be a landmark feature with a moderate-to-major visual impact. The scale and mass of the proposal is in contrast to the smaller scale and massing of the adjacent Grade II* listed Brownsfield Mill.

The tower element would compete with and diminish the dominance of the Grade II* listed Brownsfield Mill and would partially alter the understanding/appreciation and setting of it. The impact would be Minor-to-Moderate adverse



In this alternative viewpoint the location of the camera has been altered to capture the full height of the tower with the surrounding townscape visible. This is not a replacement view to View G. the original TVA assessment outcomes are to remain as part of the application

Baseline (Alternative) -There are extensive views of modern buildings of varying heights and styles including Urban Exchange to the right with Burlington House to the left. The Astley and Oxid House are in the centre. The newer extension to the Wentwood building is in the background and beyond this are Northern Quarter roofscapes,

Townscape Impacts (Alternative)- The tower would be large dominant feature and alter the view substantially. the design would respond to historical red brick buildings in the Northern Quarter and Piccadilly Basin and the impact would be Moderate Neutral.

In comparison to original View G, the visual effects have reduced although the magnitude of change remains high. The additional modern and mixed quality built form which offer limited sense of place or defined townscape character reduces the perception of visual impact. Visibility of the Grade II listed Brownsfield Mill also becomes obscured and the sensitivity of the view is reduced.

Impact on Heritage Assets (Alternative) -There would be a major change to this view. The design reflects nearby modern buildings in the vicinity although ratio of glazing to masonry differs. The scale of the proposal diminishes the legibility of the area as a once historic area with buildings of moderate height and mass that relate to and utilise the canal. This impact is mitigated by the fact that the building articulates a city block with a landmark and offers coherence. Its dominating presence in the setting of the adjacent Grade II* listed Brownsfield Mill, would erode to a discernible extent the heritage interest of the heritage assets' setting, with a Minor Adverse impact.



View H: Existing View

View H: Proposed View

Baseline -There is a glimpse of Great Ancoats Street and the roofscape of Ancoats. The Astley is prominent in the background. Hilton Street and Port Street comprise of the Crown & Anchor public house and commercial units on the ground floors of a row of terraced houses.

Townscape Impacts -The tower would be of a much larger scale compared to existing buildings, project much higher than all adjacent buildings and would become the dominant feature and alter the view substantially. It would be notably different to the buildings in the foreground and the impact would be Moderate – Major Adverse

Impacts on Heritage Assets - The development would be clearly visible above the established historic roofline of the domestic-scaled Grade II listed buildings. The tower would introduce a new skyline contrasting with the largely horizontal and linear forms of the Grade II listed former weaver’s cottages. This would be a major visual change which would result in a visual intrusion to the settings of the domestic-scaled Grade II listed buildings in the foreground.

The height would demonstrably erode the established setting of the domestic scale of the streetscape, which has historically been defined by a continual range of red-brick buildings of 2-to-3 storeys and would result in a moderate adverse impact on the settings of the Grade II listed 50-62 Port Street and a Minor Adverse impact on the character and appearance of the Stevenson Square Conservation Area.



Baseline - The view is mainly made up of paving, turf and trees. The fountain and the statue of Queen Victoria are visible. Several buildings can be seen at the edge of the Gardens. The open nature of Piccadilly Gardens permits extensive visibility of sky and local rooflines.

Townscape Impacts-The view would not alter, and the effect would be negligible.

Impacts on Heritage Assets- The proposal is not visible, and the impact is Neutral.



Baseline -The view is across the marina with trees in the centre and the City Tower at the end to the right is the Grade II* listed Royal Mills and New Islington Free School. The low-rise nature of the built form permits open views of the sky.

Townscape Impacts- The design would respond to the character of Ancoats including the blocks on Redhill Street. The podium block would continue the form of the blocks along Redhill Street. The tower would introduce a vertical element, along

with the glimpsed views of City Tower. The proposal would be prominent element but not substantially uncharacteristic and the effect Moderate Neutral.

Impact on Heritage Assets – Not included in analysis as not visible



View K: Existing View



View K: Proposed View

Baseline -Oldham Street is on the left and Dale Street on the right. The view down Dale Street includes 3 Grade II listed buildings and other heritage buildings are on Oldham Street. The low-rise nature of the local built form permits relatively open views of the sky. Roof heights are relatively consistent, although variation is created through architectural detailing and articulation

Townscape Impacts) -There will be no alteration to or loss of the view. The overall effect would be **Negligible**.

Impact on Heritage Assets – Not included in analysis as not visible



View L: Existing View



View L: Proposed View

Existing Baseline - The view is down Thomas Street with Shudehill on the left. There is a glimpse view of the Grade II listed Hare and Hounds pub on Shudehill and the Grade II listed Former Fish Market on Thomas Street. The low-rise nature of the local built form permits relatively open views of the sky. Roof heights are relatively consistent, and variation is created through architectural detailing and articulation.

Proposed -There will be no alteration to or loss of the view. The overall effect would be Negligible.

Impact on Heritage Assets - Not included in analysis as not visible



View M: Existing View

View M: Proposed View

Baseline -Tariff Street with Brownsfield Mill at the end of the view. The Grade II listed Fourways is on the right with a glimpse of the Grade II* listed Jackson's Warehouse. The left is dominated by a low-rise commercial building. The low-rise nature of the built form permits relatively open views of the sky. Roof heights are relatively consistent, with variation through architectural detailing and articulation.

Townscape Impacts -The design responds to the heritage character of Brownsfield Mill and Fourways House. It would be prominent behind modern commercial buildings but would not be substantially uncharacteristic. The tower would be a vertical element above the office block but would not screen any significant views including Brownsfield Mill. The overall effect would be Moderate Neutral.

Impacts on Heritage Assets- The proposal would partly be concealed from view by the existing buildings, but the tower would introduce a tall, vertical component that rises above the established historic roofline.

This minor visual change would partially alter the settings, understanding, and appreciation of the heritage assets and therefore the impact is Negligible Adverse.



View N: Existing

View N: Proposed

Baseline- This short range view is from the north side of Great Ancoats Street with a varied range of building types, styles, heights and dates. It shows the immediate setting and context of the rear and side of the Grade II* listed Brownsfield Mill,. Astley forms a dominant feature of the centre re-establishing solid street wall to the

southern side of the Great Ancoats Street. To the right are modern commercial units, on the southern boundary of the Ancoats Conservation Area. This view represents aspects of the heritage interests and setting of the Grade II* listed Brownsfield Mill well. However, although this view is located within the immediate setting the Ancoats Conservation Area, this is not the best location from which to understand or appreciate the character and appearance of the Conservation Area.

Impact on Heritage Assets - The proposal would be highly visible and redefine the urban block. It would create a sense of enclosure and an active streetscape. This enhancement to the urban form, would partially enhance the setting of the Grade II* listed Brownsfield Mill building and would provide cohesion and balance to Great Ancoats Street. However, tower would be intrusive and dominate the Grade II* listed building, and is at odds with the established surrounding height and scale of both historic and modern developments. It would result in a moderate-to-major change which would impact the understanding and appreciation of the setting of the Grade II* Brownsfield Mill with a Minor-to-Moderate adverse impact.



View Ni: Proposed



View Ni: Existing



View Ni: Cumulative

Baseline (Alternative)- The former Rochdale Canal Warehouse (Grade II* listed) (Jacksons Warehouse) is now visible to the left understandable as an historic industrial building, and the uppermost point of the gable is a feature against the skyline. Its full significance is not well understood in this view, due to the distance and the orientation of the view which sees the building from the east, towards the building's altered elevation. In tandem with Brownsfield Mill (Grade II* listed), the grouping of the pair, provide a sense of historic character and the openness in the setting allows for their forms to be understood, and is an important aspect of

character which contributes' to the assets' significance. This openness is a remnant of the historic openness that the buildings would historically have experienced, standing in open plots with active, working yards.

Also visible in the distance to the right of the former Rochdale Canal Warehouse is the City Tower. This is a much taller form but is understood as being at some distance from the immediate surroundings, appearing as a backdrop.

This view represents aspects of the heritage interests and setting of the Grade II* listed Brownsfield Mill well and the setting of the former Rochdale Canal Warehouse (Grade II*), although the significance of the latter is only moderately well represented. Although this view is located within the immediate setting the Ancoats Conservation Area, this is not the best location from which to understand or appreciate the character and appearance of the Conservation Area.

Impact on Heritage Assets (Alternative) - The proposal would be a major change that would redefine the area having a notable impact on the setting of the Grade II* listed heritage assets. It would strengthen the sense of enclosure and provide an active streetscape which would partially enhance the setting of the Grade II* listed Brownsfield Mill. The tower would be intrusive and dominate the presence of the Grade II* listed building and is at odds with the established surrounding height and scale of both historic and modern developments. It reduces the sense of openness which is an important aspect of the two Grade II* listed mills setting. The pulled-back nature of this viewpoint (when compared to the closer-range Viewpoint N submitted in the Heritage Statement, November 2021), allows for the full extent of the height to be appreciated in the setting of the Grade II* Brownsfield Mill, with a greater impact. This would cause moderate-to-major change which will impact the understanding and appreciation of the setting of the Grade II* Brownsfield Mill and result in a Moderate Adverse impact.

The cumulative view shows the yellow wireline of the Swan Street development. The Swan Street development appears further north on Great Ancoats Street, obscured by existing townscape on the right of the view. There would be no change in impact to that of the proposed view.



View O: Existing



View O: Proposed

Baseline- The left is One Piccadilly Gardens development and Immediately ahead is a row of Grade II listed former offices, shops and warehouses forming the southern boundary of the Stevenson Square Conservation Area. However, this location is not

a good place to appreciate and understand the character of the Conservation Area, which is better understood when traveling further north towards Stevenson Square. To the right is the Grade II listed Portland Thistle Hotel, and Grade II listed Nos. 3,5 and 9, Portland Street, terminating with the modern glass and metal 1 Portland St. The view extends along Newton Street and the Stevenson Square Conservation Area, where further 19th century warehouses gradually diminish in scale. All buildings are of a similar height, but their appearance, materials and uses differ. The heritage interests of the identified heritage assets are well represented.

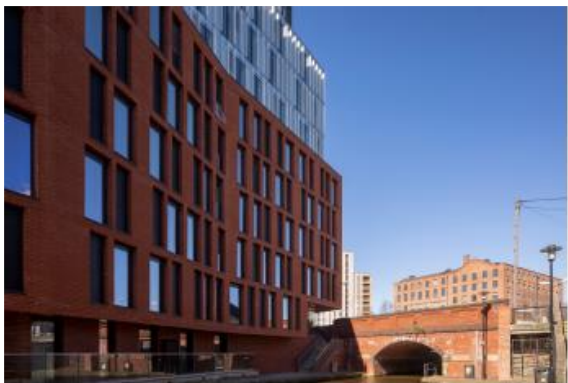
Impact on Heritage Assets – The tower would be highly visible but would be almost entirely concealed by the consented hotel at 67-75 Piccadilly and 4-6 Newton Street. Following the completion of the hotel it would only partially alter the settings or understanding or appreciation of the heritage assets within this view, and therefore the impact is considered to be Negligible Adverse



View P: Existing



View P: Proposed



View Pi: Existing



View Pi: Proposed

Baseline - The view is dominated by the Grade II* listed Brownsfield Mill to the right, and the Astley and Oxid House to the left which have similar height, scale and mass. The heritage interests and setting of the Grade II* listed Brownsfield Mill are well represented as the historic relationship with the canal can be understood. The view illustrates how altered the wider setting of the Grade II* listed mill building is and that this contributes to the building's significance to a minor extent.

Impact on Heritage Assets - The proposal is in contrast to the lower historic scale, massing, materiality and articulation of the Grade II* listed Brownsfield Mill and more recent developments immediately behind and would result in moderate-to-major visual change. The tower would compete and diminishes the predominance of the Grade II* listed Brownsfield Mill, and the lower-level element of partially interrupts the

silhouette of Brownsfield Mill roofscape against the skyline. This would alter the understanding and appreciation of the setting of the Grade II* listed Brownsfield Mill and the impact would be Minor-to-Moderate adverse.

Baseline (Alternative View) - The Grade II* listed Brownsfield Mill is in the middle of the view above the Tariff Street bridge. Burlington House is on the left with the Astley beyond. The built forms corresponding to one another creating cohesion. The heritage interests and setting of the Grade II* listed Brownsfield Mill are well represented as the historic relationship with the canal can be understood. The Mill is also standalone form in this view, with open sky above and on either side of it.

Impact on Heritage Assets (Alternative View) – The development would strengthen the sense of enclosure and create an active streetscape, which is currently missing in this area. The enhancement to the urban form of the lower-level would partially enhance the setting of the Grade II* listed Brownsfield Mill building and would provide cohesion and balance to Great Ancoats Street.

The tower element would dominate the visual presence of the Grade II* listed building and is at odds with the established surrounding height and scale of historic and modern developments. It reduces the sense of openness which is an important aspect of the two Grade II* listed mills setting. The pulled-back nature of this viewpoint (when compared to the closer-range Viewpoint N submitted in the Heritage Statement, November 2021), allows for the full extent of the proposed height to be appreciated in the setting of the Grade II* Brownsfield Mill, resulting in a greater level of impact. This would result in a moderate-to-major change which would impact the understanding and appreciation of the setting of the Grade II* Brownsfield Mill and result in a Moderate Adverse impact.





View Q: Cumulative

Baseline - The view includes buildings between 4 and 8 storeys with regular windows whose materials vary. The scale of Griffin House and its grey cladding are dominant features. To the right are glimpses of the Grade II listed, Marlsboro House and the Grade II listed terraced houses on Hilton Street.

Townscape Impact - The upper extent of the tower would be visible above buildings in the foreground and would change the view discernibly but would not project higher than existing roofscapes. The materials and design respond to other buildings and the effect would be Moderate Neutral.

Impact on Heritage Assets - The development appears in the distance above one of the low-rise 19th century buildings on Lever Street. It would be the most prominent skyline object causing a minor change. The impact would be mitigated as it would clearly be viewed from a distance and can be appreciated as an object that stands apart from and outside of the conservation area. The impact is Negligible - Minor Adverse.

The cumulative view shows the blue wireline of the Eider House development. The Eider House development appears further east on Lever Street in the distance. The degree of change caused by this cumulative development would be extremely Negligible and not change the impact.



View R: Existing View



View R: Proposed View

Baseline – The Arabesque building is in the foreground with the Grade II listed Wentwood beyond. The contemporary extension to the Wentwood building is also visible. Beyond this, there are The Astley and Oxid House. The 13-storey Nuovo visible.

Impact on Townscape -The tower would alter the view substantially but the materials and design would respond to its neighbours and have a Moderate Neutral effect.

Impact on Heritage Assets – The tower would cause a minor-moderate change. It would alter the context of the Grade II listed 72-76 Newton St and have a dominating presence of its the setting and in that of Marlsbro House and Former Newton Street Police Station (both Grade II listed). The magnitude of impact is Minor Adverse.

Mitigation of visual, townscape and heritage impacts has been incorporated as part of the has evolved through consultation with the Local Planning Authority, Historic England and Places Matter Design Review and is described in previous sections.

The development would cause a high level of visual change and cause of harm to the settings of heritage assets. There would be four instances of minor-moderate / moderate adverse impact (50-60 Port Street and 72 -76 Newton Street (Grade II Listed) (moderate adverse) and the Former Rochdale Canal Warehouse (minor adverse) and Brownsfield Mill (Avro) (Grade II* Listed) (moderate adverse). The impacts on the Grade II* Brownsfield Mill (Avro) would be most significant falling at the mid-point of the spectrum of harm envisaged by section 202 of the NPPF.

The harm to 50-62 Port Street is caused by the tower creating a visually intrusive new element in significant streetscape views in which they have remained the principal focus since their conception in the late 18th-to-mid 19th century.

The major change to the setting of Brownsfield Mill (Avro) need to be balanced against the fact that the site currently has an adverse impact on its setting and the landscaping works and pedestrian environments would benefit its setting. Historic England have confirmed that they concur with the impacts on Brownsfield Mill (Avro) as set out above.

This would be a large and significant development and transform the area. The removal of the vacant site would have a beneficial impact enhancing the setting of heritage assets. The impact of the height would not be unduly harmful and in many instances, the impacts on the local area and townscape would be positive. The architecture and materials would create of a distinctive development.

Some visual harm would occur where the development would clearly be seen in the same context as heritage assets. This mainly relates to the visual impact on the understanding and appreciation of the setting of Brownsfield Mill (Avro), the Former Rochdale Canal Warehouse (Jackson's Warehouse), 50-62 Port Street, The Wentworth (72-76 Newton Street) and the Ancoats and Stevenson Square Conservation Areas. However, when assessed as a whole, the proposals would not diminish the area's distinct character and appearance to anything beyond a minor degree. It is considered that any harm would be less than substantial and therefore needs to be considered against the relevant tests within the NPPF

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

There are no World Heritage Sites nearby. Sections 66 and 72 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings and to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 189, 197, 199, 201 and 202.

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (sections 201-202).

The NPPF (section 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm. 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 be justified.

Where a proposal would have an adverse impact on the historic environment the harm must be outweighed by the public benefits brought of the scheme (NPPF 202).

The impact of the proposal on the setting of listed buildings and the Ancoats and Stevenson Square Conservation Areas would be less than substantial. Section 120 requires this to be weighed against the public benefits including, where appropriate, securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 127).

Whilst outlined in detail elsewhere in this report of the public benefits of the proposals would include enhancing the currently dilapidated character of the streetscape and introduce a sense of cohesion into the area which is currently defined by gap sites and a fragmented urban form.

Other key benefits would include:

- Improving the quality of the local environment through the improvements to the streetscape and provision of public realm;

- 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 PSE and HS2 SRF Areas;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The development would deliver extensive public benefits enhancing the public realm around the site and permeability around the area as a whole. The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 201 of the NPPF. Sections 66 and 72 of the Planning Act in relation to having regards to the preservation and enhancement of conservation areas and setting of the adjacent listed buildings are considered to be satisfied.

Architectural Quality

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

A single tower is proposed, offset from the road, with a lower perimeter block that would repair the streetscape tying the building into its existing context and creating a more human scale on Great Ancoats Street and Port Street. The podium would have a strong relationship with the Great Ancoats Street frontage. This would reduce the visual impact on nearby historic buildings, reduce overshadowing of neighbouring buildings, and improve the wind environment on streets around the building.

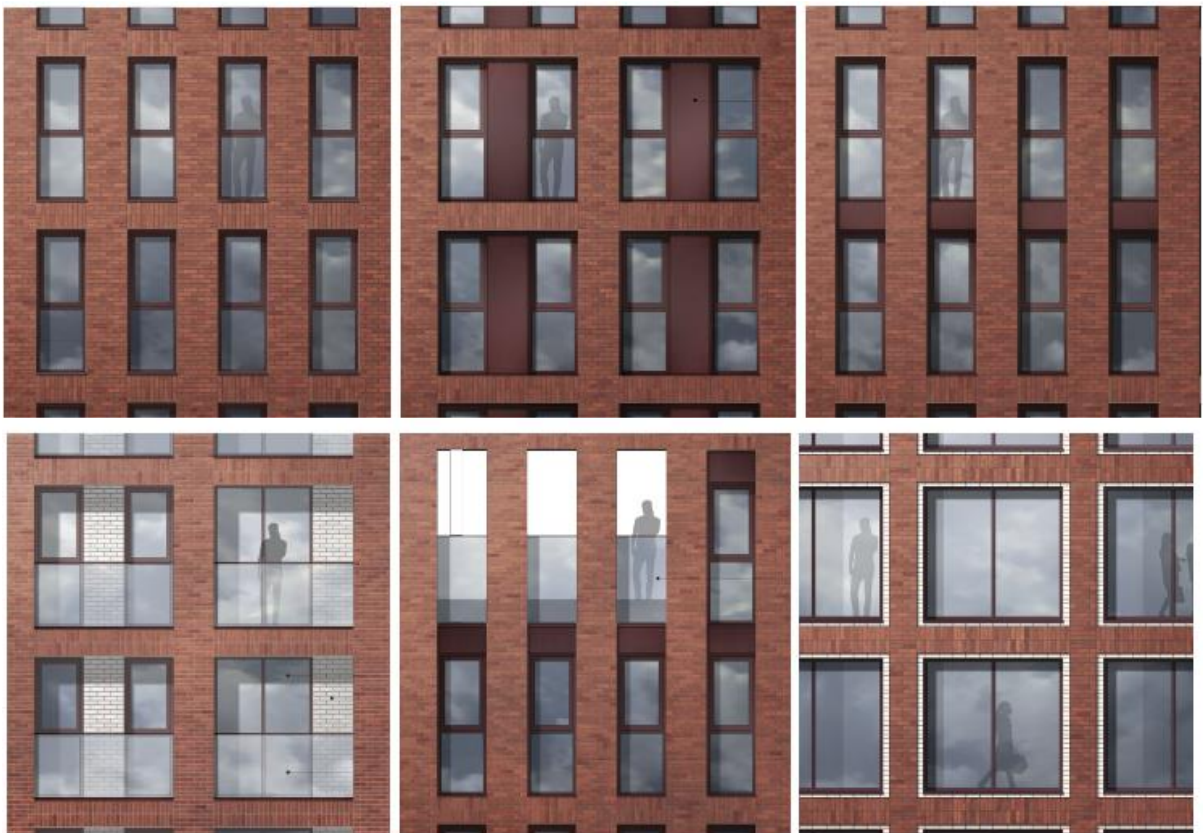
The public space would allow new connections through the area and to the canal when neighbouring development sites come forward.

The area contains different forms of architecture, with red/brown brick being the main material. These are mixed with more contemporary buildings in corten steel and metal cladding. Rigid grids of openings with stone lintels and metal frames predominate. The brick facades of the podium would have a positive relationship with existing buildings. The use of different materials for the Tower would ground the podium block into its immediate. Its materials would respond to the cityscape and complementing the podium materials.

The North and East elevations to the Tower would be composed as a vertical windows, solid panels and perforated ventilation panels, On the South and West Elevations projecting fins would add texture and shadow.



The rhythm of windows and brick piers on the podium would vary depending on aspect and context. The grid facing Port Street is tighter, as this is a narrower street. The grid facing Great Ancoats street is wider, to respond to its urban scale. The grid facing Browns Field Mill is more vertical, to complement the historic building proportions. Different bonding patterns would add further.



Balconies, Terraces and Loggia would be emphasized through a white/light cream brick, which is traditionally used in Victorian buildings for the back facades and courtyards.

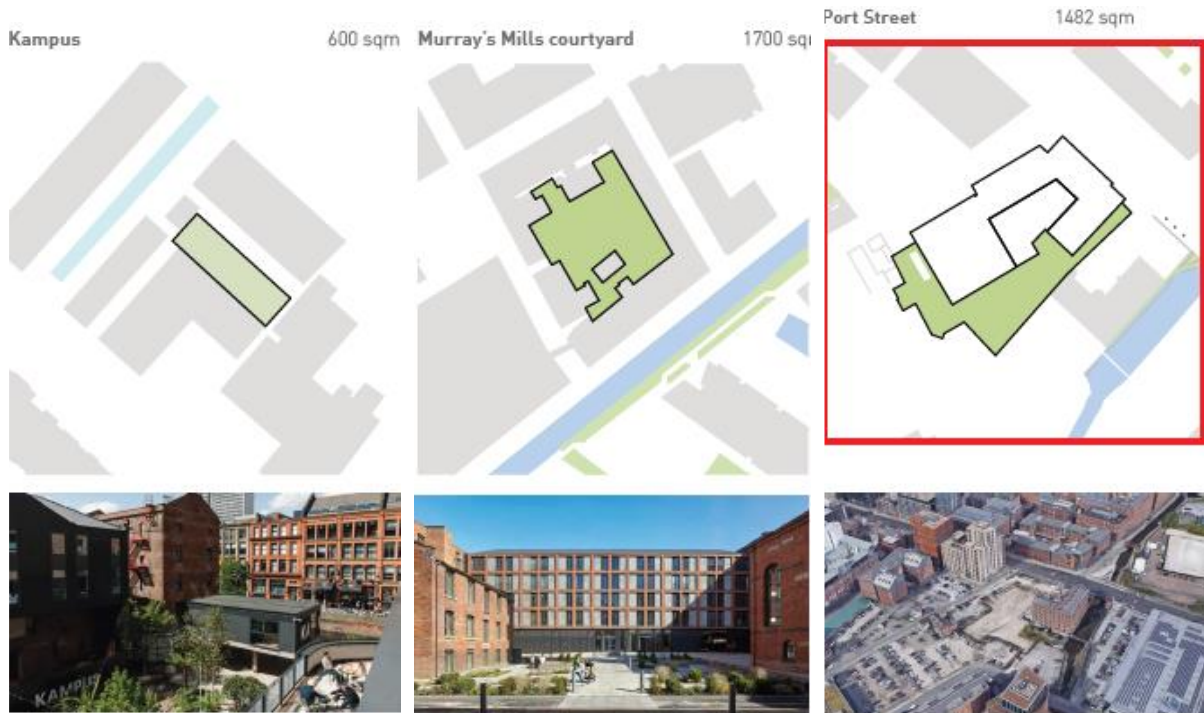
The layout and transparency of the ground floor glazing would maximise daylight and allow views into ground floor areas increasing passive surveillance and improving security whilst animating the street and would improve the streetscape.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision):



Proposed public realm layout

The Core Strategy requires tall buildings to create an attractive, pedestrian friendly environment. Public space should provide shared outdoor amenities for residents, in a high quality, safe and accessible environment. This would secure the successful regeneration of the site and achieve the aspirations of the Piccadilly Basin and HS2 SRF and deliver placemaking objectives. The majority of the external space would have a southern aspect with direct sunlight throughout the day. The 1482 sqm public area would compare with 1700 at Murry's Mills and 600sqm at Kampus.



There would be hard and soft landscaping, including trees, which would improve biodiversity. 2 street trees would also be planted on Tariff Street. A natural play area for children would be provided. The public realm would encourage movement through Piccadilly Basin and future proof enhanced wider linkages. Level changes have been positively integrated into the site character and contribute to a sense of enclosure and comfort whilst ensuring DDA compliance to ensure that all users can effectively use the space without any difficulty.



Illustrative elevation F - Interface with Avro



Sectional elevation A - Wharf Gardens

Extensive tree planting would offer shade and reduce the effects of urban heat island and the permeable surfaces and native planting will contribute to a sustainable drainage strategy. Pedestrian routes would be clearly defined and well lit.

The scheme would function as a stand alone scheme and when connected to future sites. The pedestrian route would be gated and closed during night time hours due to ensure public safety pending future adjacent developments coming forward.

The design would promote health & wellbeing and be suitable for all including older people. The final details would be agreed by condition which would require Age Friendly Public Realm. The public realm would be managed and maintained by a professional residential property manager and this would be secured by a condition.

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. 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 external terraces and public realm at ground level which includes publicly accessibility

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 Accessibly Level (GMAL) of 8 indicating a very high level of accessibility. Residents would be able to walk to jobs and facilities.

There are bus stops on Great Ancoats Street, Lever Street and Oldham Street. Piccadilly Gardens bus interchange with access to Metrolink. The site is close to Piccadilly Station.

There would be a reduction of 53 parking spaces. 10 of the 47 parking bays would be suitable for use by disabled drivers. All spaces would be fitted with EV charging capability (for future demand driven upgrade) with 10 fitted with active provision.

There are 19 multi storey car parks within 600m of the site and leaseholds can be arranged for contract spaces. The nearest is a 20m and has spaces for disabled people. There are on-street parking bays on Port Street, Newton Street, Brewer Street, and Tariff Street where blue badge holders can park for free.

The nearest City Car Club bay is on Tariff Street. A 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 485 secure cycle spaces is 100% provision. Drop off, servicing and loading would be from a new dedicated loading bay on Port Street .

The Site is close to confirmed Bee Network infrastructure such as the Manchester Northern and Eastern Gateway (connecting the neighbourhoods of Ancoats, New Islington, New Cross, New Town, Redbank and the Green Quarter), allowing future residents to benefit from better connectivity and quality of commute. The existing cycle route which will form part of the Bee Line Network is retained on Port 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.

A combination of enhanced building fabric specification, significantly beyond the current regulatory compliance standard, allied to efficient mechanical and electrical systems and sophisticated controls would achieve compliance with the emission reduction targets stipulated by MCC's adopted planning policy, Building Regulation Part L (2013) and the proposal would exceed this target with an improvement of 9.12% .

Photovoltaic (PV) panels were discounted as the limited roof area would not be efficient and the remaining area at the site is required for public/private realm provision. Using air source heat pumps for heating would conflict with the servicing strategy which gives each apartment individual metering. The performance indicators will improve over time as the grid continues to decarbonise.

The following efficiency measures would reduce heat losses and minimise energy demand. There would be high performance thermal insulation and thermally efficient windows and doors. Active building services would minimise direct energy consumption with increased hot Water Generating Efficiencies; Reduced Standing Losses from Pipes and Cylinders; Energy Efficient LED Lighting; Improved Lighting

Controls; Low Energy Motors in Pumps and Fans; Efficient Heat Recovery in relevant systems and Enhanced heating controls.

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; SuDs features within the public realm would help to mitigate flood risk.

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.

To reduce the Whole life Embodied emissions, the emphasis is on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency. Further consideration should be given to embodied carbon benchmarking relating to Circular Economy principles. This will be detailed further at the next design stage.

The proposal would make a positive contribution to the City's objectives and, 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.

Conclusions of ES in relation to Climate Change

The impacts of the development in terms of the following have been assessed within the ES:

Whole Life Embodied emissions includes embodied carbon emissions related to materials and construction process throughout the lifespan of the building, including upfront emissions during constructions, construction transport, replacements/repairs during the operational phase and end-of-life.

The potential impacts and effects of the proposal were assessed under 3 categories:

Whole life embodied – Greenhouse gas (GHG) emissions (CO2e) associated with product stage (Raw material supply; Transport and Manufacturing), construction process stage (Transport and Construction Installation Process), use stage (Replacement and Refurbishment) and end of life stage (De-construction, Demolition, Transport, Waste processing and Disposal);

Operational building – Greenhouse gas (GHG) emissions (CO2e) associated with the energy used for heating, cooling, lighting and ventilation (operational phase);

Operational transport – Greenhouse gas (GHG) emissions (CO₂e) associated with vehicles trips during the operational phase.

Mitigation would be incorporated in the construction stage through to the operational stage. To reduce the Whole life Embodied emissions, the emphasis would be on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency.

During operation transport, mitigation is focused on active travel and encouraging the use of public transport through measures in the Travel Plan. Emphasis is given in EV charging infrastructure and putting measure in place to enable this to be increased.

To mitigate against operational energy emissions, the focus has been on improving the energy efficiency of buildings using a fabric first design approach and providing an all-electric development through the use of heat pumps.

The adoption of the embedded/additional mitigation measures would ensure that the GHG emissions would be reduced, giving a not-significant residual effect for the emission categories assessed.

It is estimated that the whole-life embodied carbon emissions of the proposal would comply with the RIBA 2025 Climate Challenge The annual energy consumption complies with the RIBA 2025 Climate Challenge target With mitigation for the operational phase, the residual impacts would be minor.

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes issues such as microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Sunlight, daylight and overshadowing

Construction

Effects would vary throughout the demolition and construction phase and the effects would be less than the completed scheme.

Operational Effects

Daylight, Sunlight and Overshadowing

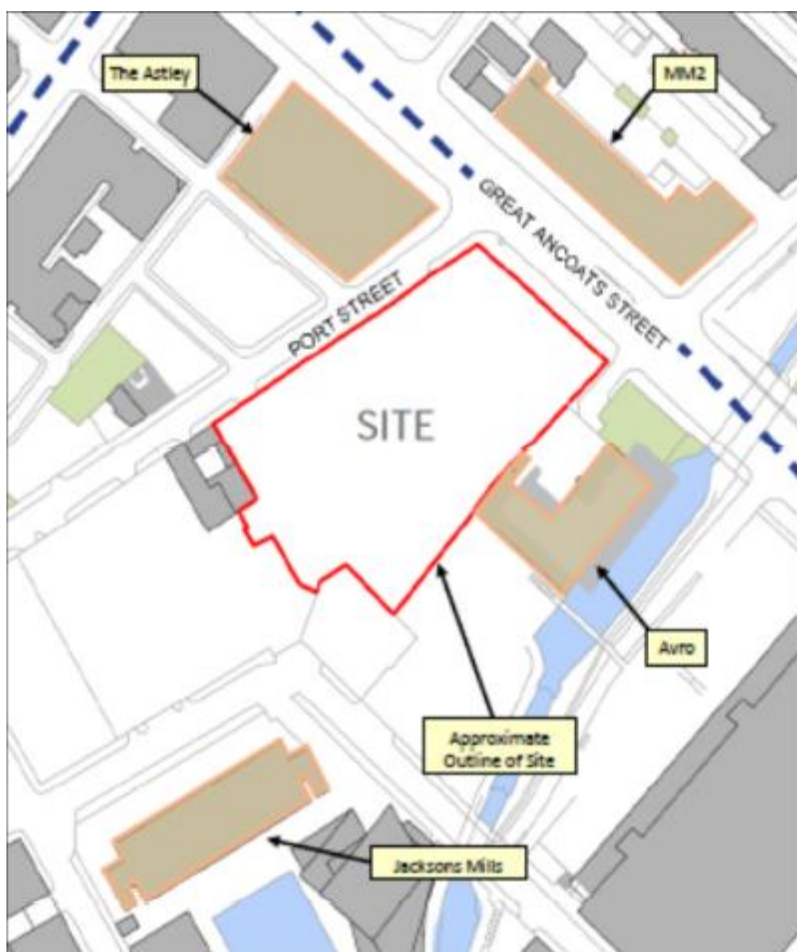
The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context

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, acknowledging that locational circumstances need to be taken into account, 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 BRE Guidelines suggest that homes 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.



Location of properties potentially impacted by loss of sunlight and daylight

Properties at Jackson's Warehouse (Tariff Street), Brownsfield Mill (Avro) (Great Ancoats Street), The Astley (Great Ancoats Street), Burlington House (Tariff Street), Wentworth (Newton Street) and MM2 (Great Ancoats Street) are identified as being affected in terms of daylight and sunlight. Other homes have been scoped out due to their distance and orientation from the site.

It is noted that the latest planning permission available on the Council's website in relation to room layouts has informed the analysis results.

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 2 tests (as set out in the Guidelines) relevant to a development of this nature are VSC (vertical sky component) and NSL (no sky line).

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 more accurately reflects 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 and 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 and is common in urban locations.

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 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 Alternative Target. (BRE Target within the Environmental Statement). The impacts of the development in this context are set out below.

Baseline

All impacts have been assessed against a baseline of the current site condition with any adjacent approved schemes taken into account. No consented schemes could be affected by the proposal and none have been included in the assessment (cumulative impacts).

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:

Jackson's Warehouse -104/113 (91%) windows would meet the BRE VSC Alternative Target and 72/72 (100%) rooms would meet the BRE NSL Alternative Target

Brownsfield Mill (Avro Apartments) - 45/100 (45%) windows would meet the BRE VSC Alternative Target, and 14/39 (36%) rooms would meet the BRE NSL Alternative Target

The Astley – 53/149 (36%) windows would meet the BRE VSC Alternative Target and 64/99 (65%) rooms would meet the BRE NSL Alternative Target

Burlington House – 103/132 (78%) windows would meet the BRE VSC Alternative Target and 60/61 (98%) rooms would meet the BRE NSL Alternative Target

Wentworth Apartments – 114/189 (60%) windows would meet the BRE VSC Alternative Target and 138/144 (96%) rooms would meet the BRE NSL Alternative Target

MM2 Apartments -103/149 (69%) windows would meet the BRE VSC Alternative Target and 65/88 (74%) rooms would meet The BRE NSL Alternative Target

Jacksons Warehouse : There would be a major adverse impact on 4 of the 9 windows that do not meet the BRE Alternative Target. These windows receive very

low baseline levels in the existing scenario ranging from 8.5% to 9.3% VSC against a target of 27 due principally to the existence of an external staircase which blocks light to these windows.

Brownsfield Mill (Avro Apartments): There would be a major adverse impact on 43 of the 55 windows and 19 of the 25 rooms that do not meet the BRE Alternative Target. 25 of these windows and 20 of these rooms are bedrooms, which are considered as having a lesser requirement for daylight by the BRE. The remaining 30 windows are to 10 living kitchen diners which have multiple windows. Where a room has more than one window of a similar size, the BRE Guide states that the mean VSC can be calculated. As such, whilst some windows may not meet the BRE Alternative Target, a room may overall, when the mean VSC is calculated. Of the 10 living kitchen diners with multiple windows, seven would meet this alternative average VSC target. 3 living kitchen diners do not meet the Alternative Target criteria for *NSL* daylight.

The Astley: There would be a major adverse impact on 58 of the 96 windows and 31 of the 35 rooms that do not meet the BRE Alternative Target. 32 of these windows and 20 of the rooms are bedrooms, which are considered as having a lesser requirement for daylight by the BRE.

The Astley has deep, single aspect rooms located on the boundary facing the site, a number of which are recessed beneath balconies. This places a high burden on this site to maintain existing sunlight and daylight levels.

Burlington House: There would be a major adverse impact on 1 of the 29 windows and all but 1 room would meet the BRE alternative target (minor adverse impact) 17 of the windows that do not meet the BRE alternative target criteria for VSC daylight, and the one room which does not meet the target criteria for *NSL* daylight, are bedrooms, which are considered as having a lesser requirement for daylight.

The remaining 12 windows relate to six living kitchen diners which have multiple windows and the room overall meets the target. Of these six, five rooms will meet the Alternative Target criteria for VSC daylight, meaning that only one of the living kitchen diners does not meet the Alternative BRE Target (*23.9% overall, against a target of 20%*)

Wentwood Apartments: There would be a major adverse impact on 4 of 75 windows. For the 6 rooms that do not meet the Alternative BRE target impacts are all minor adverse. These windows have low baseline daylight levels due to the location of balconies and a roof overhang creating shade. This means that relatively small changes in daylight levels represent large proportional changes.

MM2 Apartments: There would be a major adverse impact on 30 of 46 windows and 7 of 23 rooms do not meet the Alternative Target. 25 of these windows and 22 rooms are bedrooms, which are considered as having a lesser requirement for daylight.

Sunlight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable.

Jackson's Warehouse

All rooms would meet the Alternative Target for both annual and winter PSH.

Brownsfield Mill (Avro Apartments)

8/11 (73%) rooms meet the BRE Alternative Target for annual PSH. 2 would experience a major adverse impact. For winter PSH, all rooms meet the BRE Alternative Target.

The baseline levels for the rooms which do not meet the alternative target are very low, due to them being north facing which places a high burden on the proposal to maintain existing levels.

The Astley

34/47 (72%) rooms meet the Alternative Target criteria for annual PSH. Four experience a major adverse impact. For winter PSH, 12 experience a major adverse impact. As discussed above, the Astley contains several deep single aspect rooms on the boundary facing this site which places a high burden on the development site to maintain existing sunlight levels.

Burlington House

All rooms meet the Alternative target for both annual and winter PSH.

Wentworth Apartments

96/ 106 (91%) of rooms meet the Alternative Target for annual PSH. 6 rooms which do not meet the alternative target will experience major adverse impacts. For winter PSH, eight rooms experience major adverse impacts. With the proposal in place.

MM2 Apartments

54/64 (84%) rooms meet the Alternative Target for annual PSH. 8 experience major adverse impacts. For winter PSH, two rooms experience major adverse impacts. These rooms continue to receive 3% and 4% winter PSH, against a target of 5%, with the proposal built, which is considered to be acceptable given the city centre location and emerging height and density in the area.

The impact on the daylight and sunlight received by residents of Burlington House, Jackson's Warehouse, Brownsfield Mill (Avro), The Astley, Wentworth and MM2 are important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location.

It is acknowledged that some residents would experience major adverse impacts but as detailed above many of these rooms require less daylight (bedrooms/ bathrooms).

Overall, the impacts on daylight are considered to be minor adverse for residents in Jackson's Warehouse, Burlington House, and Wentworth Buildings.

Within Avro, The Astley and MM2 they would be moderate adverse. In Avro 5/39 of main habitable rooms would not meet the Alternative BRE Target, in The Astley 15/99 of main habitable rooms would not meet the Alternative BRE Target and in MM2 1/88 of main habitable rooms would not meet the Alternative BRE Target.

Impacts on sunlight are considered to be negligible for residents at Burlington House and Jackson's Warehouse. In Brownsfield Mill (Avro), Wentworth Buildings, The Astley and MM2 they are considered to be minor adverse.

However, these impacts need to be considered in the context of the following factors:

- 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
- The city centre location, emerging height and density anticipated in the locality. There has been an SRF Framework in place across the Piccadilly Basin Area and since the 2016 version the site has been allocated as one where that could accommodate development at height greater than the surrounding context
- Several of the windows/rooms which do not meet the VSC or NSL daylight criteria are bedrooms, which are considered as having a lesser requirement for daylight;
- The impact on the majority of principal habitable rooms is limited, and only a small number of living kitchen diners (as detailed above) do not meet the VSC or NSL daylight criteria;
- Some buildings have existing low VSC levels which results in any change appearing in some cases disproportionately high;

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

Overshadowing and Privacy

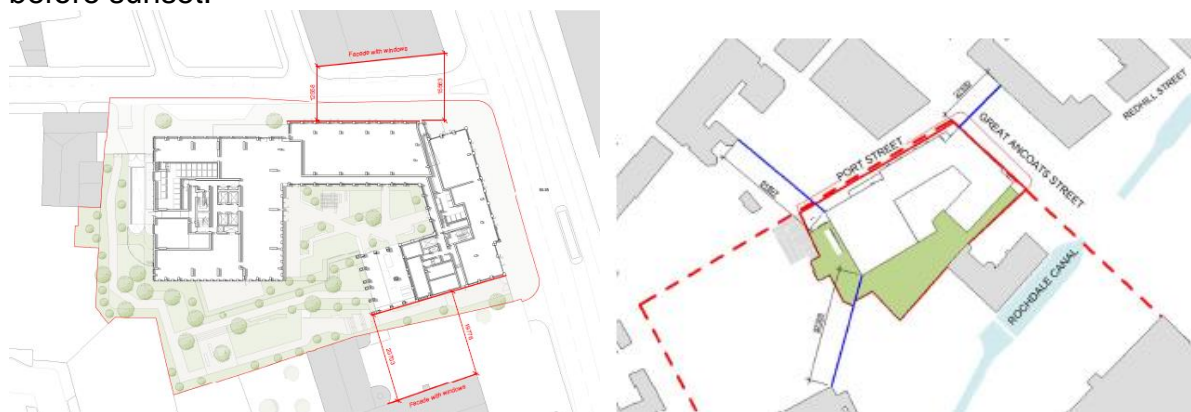
An overshadowing study has been prepared in-line with BRE Guidance. The BRE guide addresses overshadowing to gardens and open spaces only. The VSC, NSL and APSH assessments detailed above assess the levels of daylight and sunlight to all affected windows and rooms within affected buildings around the site and are clearly and transparently presented in the submission.

The potential impact of overshadowing on the waterways has been considered. The waterways are located to the south/south east of the Site and, as such the proposal could not overshadow it. An overshadowing assessment of the waterways has therefore been scoped out of the assessment.

The garden to Brownsfield Mill (Avro) is due south of the proposal and its sunlight would not be obstructed. There are no other amenity areas close to the site.

Analysis of the sun hours received in open spaces adjacent to the site demonstrates that all amenity areas meet the BRE target and would continue to receive sunlight to at least 50% of the area with the proposal in place.

A transient shadow study, illustrated at hourly intervals on 21 March as defined by the BRE Guidance as the appropriate basis for consideration, observed that overshadowing impacts on neighbouring spaces are transient for relatively modest periods throughout the day and that Cottonfield Park and the marina will only be overshadowed at the very end of the day, when the low sun casts long shadows before sunset.



Separation distances with adjacent buildings

Small separation distances are typical of an densely developed City Centre environment and any development of this site would lead to the level of potential overlooking that is typical within such an environment. It is considered that separation distances between buildings are acceptable.

Solar Glare

There are two types of glare: disability glare, which is a safety issue and has been scoped out as not applicable to this development; and discomfort glare, which includes solar reflections impacting adjacent buildings. Discomfort glare does not impair the ability to see. Whilst it can be important where work involves continuous viewing of the outdoor space from a fixed vantage point. This would be typical of the site's urban location and could occur with any redevelopment proposal that includes glazing. It can generally be managed by using blinds or curtains when it occurs. For these reasons, residential uses are classified as having low-sensitivity any impact on residential amenity is not expected to be significant and does not require assessment.

Wind

Changes to wind can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation. A Wind Microclimate report focused on the impact on people using the site and surrounding area. This has been modelled using high resolution Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative

to wind tunnel testing. This was combined with adjusted meteorological data from Manchester Airport to obtain annual and seasonal frequency and magnitude of wind speeds across the model. The potential impacts were modelled within a 400m radius of the site which is the UK industry standard. All of the scenarios reported in the ES chapter were 360deg full rotations, and gusts were accounted for using the standard gust-equivalent-mean method.

The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to wind. Trees and soft landscaping have not been included in the model, to ensure that conditions represent a reasonable worst-case scenario. Consents within 400m radius of the site were included in the study

Potential impacts have been considered on: the Rochdale Canal towpath, as suitable for standing during the summer and leisure walking in the winter; amenity spaces at the site and within the site; Bus stops on Great Ancoats Street, ; and areas immediately outside any building entrances.. All are considered to be highly sensitive to strong winds, which can pose a risk to safety.

Baseline

The baseline included tree planting in the public realm at ground level, in accordance with the submitted landscaping scheme and developments currently under construction within a 400m radius site (which is the UK industry standard for capturing local features which might be affected by the development).

The Assessment has considered mitigation from landscaping and a vertical screen on the eastern end of the tower.

Construction phase impacts would be negligible. Following completion of the development with the mitigation in place, conditions would be suitable for their intended use with the exception of the level 10 private terraces and level 7 public terrace where there would be moderate -minor adverse impacts which would require landscaping to ensure there are pockets of calmer conditions and that windier areas are not accessible. The final details of this can be secured by a condition.

Conditions for all entrances to Brownsfield Mill (Avro) would be suitable for standing or calmer, and conditions around the Mill are suitable for walking or calmer in all seasons and standing or calmer in summer.

Conditions for the residential garden to the back of the Mill would be suitable for sitting in all seasons, for all of the scenarios tested (existing baseline, proposed development in existing surrounds, proposed development in cumulative surrounds). All wind impacts on Brownsfield Mill would be negligible, and conditions will be suitable for their intended use.

Cumulative Effects

The wind conditions have also been assessed with the introduction of the future approved developments within the surrounding area. With the above mitigation in

place the impact would be negligible. No significant additional construction effects over and above those for the completed development are expected

Air quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during the construction and operational phases. The site is in an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of surrounding roads. Roads which may be used for construction traffic and post development are in the AQMA. Residents could experience poor air quality and vehicles travelling to and from the site could increase pollution in this sensitive area.

The site was previously developed and is close to homes. There are homes, businesses, schools and recreational areas which could be affected by construction traffic and that associated with the completed development.

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 2014. The assessment of the potential air quality impacts from the completed scheme 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}). Various scenarios were tested to assess both the construction and operational impacts on air quality including construction, when the earlier phase occupies and when the entire development is complete.

The main contributors to air quality would be from construction from 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. There would be emissions from construction traffic which would enter the site from Great Ancoats and Port Street. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

Detailed dispersion modelling has determined whether the site is suitable for the proposal due to its roadside location within an AQMA.

Good on site practices would ensure dust and air quality impacts are not significant and should remain in place during the construction period and should be a condition.

Arrivals at and departures in operation may alter the use of the local road network.

Detailed atmospheric dispersion modelling has been undertaken for the first year of operation and its impact is considered to be 'negligible'. The premises would have air tight windows and mechanical ventilation.

The basement carpark would incorporate mechanical fans and can only make use of natural air intake. It is common for car park ventilation systems to 'exhaust' onto a

podium or garden area positioned above the basement level with apartments located directly above.

The system is designed to automatically control environmental conditions to very low CO concentrations. Similarly, the system is demand driven, which effectively means that all fans will remain 'off' for long periods in the early mornings and mid-late evenings when not needed.

The energy strategy would be all electric. 485 cycle spaces are proposed. A travel plan would aim to reduce vehicle trips, traffic congestion, noise and air pollution, and greenhouse gas emissions. All parking spaces would be either useable by electric vehicles or include the infrastructure to allow them to upgrade in response to demand. A mechanical ventilation system would provide fresh air to the homes.

The implementation of these measures would ensure that the residual effects would not be significant. Pollutant concentrations would be within the relevant health-based air quality objectives. Building users would be exposed to acceptable air quality and the site is suitable for the proposed use.

Noise and Vibration - A report concludes that internal noise levels would be acceptable subject to appropriate acoustic design and mitigation. The mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Delivery and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation. During the operational phase the proposal would not produce noise levels or vibration that would be significant.

Disruption could arise during construction and residents at The Astley and Avro are susceptible to moderate to major effects. The applicant and their contractors would work and engage with the local authority and local communities to seek to mitigate these impacts and minimise disruption. A Construction Management Plan should be a condition and provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

The potential noise impact within the external areas would be negligible with mitigation in the form of noise management in place which would be controlled via a condition attached to any consent granted.

Cumulative impacts would be negligible with mitigation in place.

Telecommunications (TV and Radio reception and Broadband provision) –A desk based Baseline TV Reception Report notes that the proposal could affect TV transmissions in the surrounding area. It notes that low rise residential properties are mostly located over 1.9km away within the shadow zone where interference issues at this range are unlikely to have significant effect. The signal quality at this range is generally very good in the development shadow for the main multiplexes. Effects on signal strength are most likely at locations close to the proposal i.e. within 1km and in its shadow zone. This area is predominantly commercial and with tall buildings where

some people may live. The signal quality in this range was moderate and interference may occur. However, if receiving aerials exist it is unlikely that they will be located below 10 metres effects may not be noticeable in practice.

It is recommended that any reported television or radio interference should be investigated by means of a post-construction reception measurement. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

The location of the site is such that it is 'high speed' ready with the infrastructure is in place for the development to be connected into superfast broadband.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the Core Strategy policy on Tall Buildings.

Crime and Disorder - The increased footfall, additional residents and improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues - GMAAS believe that there could be below ground remains. The site should be subject to intrusive archaeological investigation in advance of development with an initial phase of evaluation trenching, followed, if necessary, by open-area excavation and recording. This should be targeted on the canal infrastructure. This investigation can be secured through a condition granted.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure -The site is currently primarily hardstanding with habitat loss restricted to a small area of dense scrub and some scattered early successional vegetation and contains no statutory nature conservation sites; the Site is within the Impact Risk Zone of the Rochdale Canal SSSI and Hollinwood Branch Canal SSSI.

Impacts on these sites are unlikely as there are no direct links. The habitats and plant species recorded at the site are widespread and common throughout the UK and Greater Manchester.

The Site provides a small area of low quality bat foraging habitat and is unlikely to be used by significant numbers of foraging bats. The loss of or disturbance to the vegetation due to increased public use and lighting is predicted to have a negligible impact on the conservation status of bats in the local area and Greater Manchester.

Two nearby buildings could have features capable of supporting roosting bats and the nearby Rochdale Canal likely acts as a commuting and foraging route for bats. The brick walls at the site are generally in good condition and any crevice features present are considered to be too low and too well-lit for use by roosting bats.

Some areas of dense scrub provide suitable nesting habitat for a range of common bird species. The site is in the Greater Manchester Black Redstart Priority Area 2008. The Site is also considered to have only very limited foraging potential for black redstart and, therefore, is unlikely to form a key part of the foraging habitat for any local populations of black redstart. No features suitable for nesting black redstart were present.

There are opportunities to maintain and enhance the biodiversity on the site, and improve connectivity to adjacent habitats by providing 'ecological stepping stones' to link to green/blue infrastructure. The proposal would include green infrastructure including tree cover. This could secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report.

The applicant has confirmed that the planting strategy incorporates a variety of trees that are both native and non-native, with species that flower and bear berries in spring and autumn. Ground cover planting incorporates a variety of flowering herbaceous perennials and shrubs. Additional measures such as bar and bird boxes will be secured by a condition. These measures and careful selection of planting varieties would therefore result in a net gain in Biodiversity.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created at private resident's courtyard and terrace and public green space. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration. This would increase opportunities for habitat expansion leading to greater ecological value.

The inclusion of an ecologically sensitive lighting plan would aid excessive illumination of building roofs and the canal area during construction and operation. The impact during construction of noise and vibration on any roosting bats in buildings adjacent should be a condition.

The design of the public realm been aims to mitigate impacts on climate change as well as improving biodiversity. Soft landscaping can provide climate change benefits in its own right: carbon sequestration (CO2 offsetting) from the planting of new trees, a net 56 addition. planting and provision of public amenity space will support the Sustainable Drainage Systems (SuDS), by means of interception and transpiration. The increase of c.56 trees on the Site would increase shade within the local area and evapotranspiration from the trees and planting would also mitigate the urban heat island effect.

The Ecology report recommends that lighting should be sensitively designed to provide opportunities areas within the site for use by bats and moths.

Waste and Recycling - Each building would have a ground floor refuse store linked to the refuse chute. This would contain a colour coded tri-separator compaction machine to enable residents to recycle pre-sorted separate waste streams. The

refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments based a twice weekly collection.

The bins would be taken out a short time before the agreed collection and returned shortly after. The waste would be collected by a private contractor twice a week. The applicant has demonstrated how additional capacity could be provided within the basement if the collection was to revert to Manchester City Council.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) - 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 Rochdale Canal is 30m to the south east. The Canal and River Trust (CRT) confirmed that there are no records of the Rochdale Canal breaching in this area. However, they confirmed that there have been recorded events of overtopping of the section of the canal closest to site. The ground floor level of the development is set above the tow path level and it is unlikely that it would be affected by any overtopping. The Environment Agency Map of long-term flood risk from surface water indicates that there is a low risk of surface water flooding. The affected area would be developed and will either be part of the new roof area or ground floor courtyard. Both of these areas will be positively drained negating the risk of surface water flooding. The proposed levels on the Site suggest that runoff from some areas could pond adjacent to Brownsfield Mill. A gully would allow free drainage of this area, and measures to ensure that the neighbouring property is not affected will be included in the detailed design.

The is considered to be a greenfield site for drainage design. The proposed uses are appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. 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. The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles.

Contaminated Land Issues – A Phase 2 Ground Investigation has been prepared based on desktop / published sources and on site sampling. Contaminants have been identified and remediation measures would be a condition.

Disabled access – The design has sought to avoid discrimination regardless of disability, age or gender by, wherever possible. This covers the access to and within the building and public realm.

The homes could be adapted to meet the changing needs of occupants over time, including those of older and disabled people. All homes and amenity spaces would be accessed via large passenger lifts. All circulation routes would have sufficiently clear widths to facilitate ease of movement for all users including wheelchairs and pushchairs. 49 (10%) homes could be upgraded to M4(2) Category 2: Accessible and adaptable dwellings and all are designed to be Part M for visitors. The public realm would have a minimum 1:20 gradient along all formal routes.

On site 24 hour management would be located adjacent to the entrance with good visibility for security, deliveries, and can assist visitors and residents if required. Vehicular 'drop-off' points would be provided on Port Street. These are incorporated into the landscape design located near the entrances for each Building.

10 parking spaces are designated as disabled sized 4.8 x 3.6m and would be located within the basement.

Local Labour – A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

Construction Management – Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Socio- Economic Impacts / Human Health - The development would create 601 full time equivalent jobs over the 2 build period plus jobs connected to additional supply chain expenditure. Total net GVA from the construction phase would generate around £28.5 million within the Manchester economy. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal. It is estimated that the construction phase could provide the opportunity for around 120 new trainee placements, over the construction period. An estimated 24 jobs would be supported on site on completion. This would create an estimated £1.12 million in GVA. These impacts would have a minor to moderate beneficial impact on the local economy.

Local expenditure would increase during the construction phase. On completion the site should accommodate up to 844 people. The expenditure by residents should have a positive economic impact and help to sustain the economic viability of local services and facilities. It is estimated that on completion the proposal would generate a net additional GVA of £1.12 million per annum in the Manchester economy and £0.88 million of Council Tax income per annum

No significant adverse socio-economic are expected during the Operational Phase and therefore no specific mitigation is required. Any additional mitigation required in relation to human health is dealt with elsewhere in this Report.

Cumulative Impacts would be minor at the Manchester level for the construction and operational phases.

Summary of Climate Change Mitigation / Biodiversity enhancement

Biodiversity and ecosystem services help us to adapt to and mitigate climate change and are a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can offer multiple benefits if its ecosystems are healthy.

The external amenity spaces, green roofs and wider public realm should improve biodiversity and enhance wildlife habitats that could link to established wildlife corridors between the Medlock Valley and the City Centre. The provision of bat boxes and bricks, bird boxes and final details of planting would be investigated through planning conditions.

Climate Change adaptation and mitigation and minimising embodied carbon have been central to the design development. Benchmarking of Embodied Carbon would inform the next stages of design and inform decisions about, building sub-structure, superstructure and façade and minimise construction waste.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9.12 % improvement over Part L 2013.

The majority of journeys should be by public transport and active modes, supporting the climate change and clean air policy. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

The proposals would include measures which could mitigate climate change for a development of this scale in this location. The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development - The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Seek to maximise social interaction amongst residents;
- Would create a destination for the local community within the ground floor commercial units and public realm;
- Promote regeneration in other areas of the City Centre and beyond;
- Not harm the natural environment and reduce carbon emissions through design. The local labour agreement would provide job opportunities for local people.

- Help to reduce crime with increased passive surveillance from active ground floor uses and overlooking from residents;
- improve linkages between the City Centre and increase the attractiveness of routes linking to Ancoats and New Islington for pedestrians;
- Provide access to services and facilities via sustainable transport;
- Not result in any adverse impacts on air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Would not have a detrimental impact on protected species;
- Would regenerate previously developed land with limited ecological value in a highly efficient manner; and
- The public realm will bring a new place for people to gather in which to relax, socialise and enjoy.

Fire safety - It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. 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. There are outstanding matters but these are issues 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 therefore 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 fire fighting and access of fire appliances are addressed in the Fire Safety Report. On this basis it is considered 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.

An informative is recommended that highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations 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.

Response to Councillor Comments

Based on the applicant providing a contribution of £1,000,000 the profit margin would be 14.18% on GDV. This is below the threshold suggested by the government in the PPG for viability assessments, with a suggested profit margin of between 15% and 20% on GDV. Were the scheme to provide 20% affordable housing on site this would result in a profit margin of 6.4% on GDV.

Response to Objectors Comments

The majority of the comments are dealt with above however the following additional points should be noted:

- An analysis demonstrated that the increase in height of the tower from 31 to 34 storeys (8.5m) (c.6%) had no material effect on heritage, TVIA or residential amenity (i.e. daylight and overshadowing). This is required to support viability, including the affordable housing contribution. Since submission the design of the tower has been amended to reduce its footprint and increase the slenderness of its proportions.
- Design options considered a lower massing that would have occupied a much larger proportion of the site. This would have reduced open space and would not deliver the “marker” building envisaged in the SRF. Other options included variations on the two tower solution envisaged in the SRF.
- The Site is in the Piccadilly Basin (2016) SRF and is not in the Ancoats and New Islington NDF area. The design and access statement and landscaping strategy have considered the proposal in its wider context, including the Ancoats Conservation and Regeneration Areas to the north.
- The Piccadilly Basin SRF area is not in a conservation area. Since the announcement of HS2 the area around the Station has been identified as a key opportunity for more dense forms of development. This anticipated level of growth is guided by the Manchester Piccadilly HS2 SRF (2018), including this site and the proximity of the land identified within the frameworks must take advantage of this. The area comprises strategically located brownfield land close the City Centre core with public transport nearby. This is true for the proposed site which is suitable for developments of the proposed scale.
- All views were selected using appropriate and up-to-date guidance. The study area was established at 250m, which is considered to be proportionate due to

the dense city centre to the west. 3 additional views have been modelled and assessed and show the full height of the tower.

- The proposal would not be seen from the north-east end of Newton Street in the context of the elevation/setting of the Grade II Wentworth. As there would be no visual impact on The Wentworth, the view was not chosen.
- Rights of light are not a planning issue and there is no right to a view.
- The viability assessment has been independently assessed and verified and is robust and sound.
- The 400m radius of the site used for the Wind Study is the UK industry standard for capturing local features which might be affected by the development.
- It is expected that there will be a net reduction of 106 vehicle trips per day compared to the existing car park and car journeys would be reduced.
- Highways have confirmed that the proposal is unlikely to generate a significant increase in vehicular trips and they do not raise any network capacity concerns. The proposals have been reviewed by independent road safety audit and in relation to the loading bay/cycleway conflict issue raised by TfGM, no concerns were raised in the audit.
- The quality of materials reflects that of many recent city centre buildings. The contractor has a track record in delivering the highest quality.
- The proposal includes two commercial units on the lower levels, facing Great Ancoats Street and Port Street and could include retail, restaurant or similar uses providing amenity to residents and local community. There is a wide range of amenity nearby.
- There is no policy requirement for a development of this nature to demonstrate that the public benefits could only flow from this scheme.
- Whilst additional information was uploaded to the portal on 4th and 10th May this only related to updated landscaping plans and minor changes to the building footprint to reduce its bulk. Renotification requirements in relation to changes which are not made under Regulation 25 of the EIA Regulations (2017) are at the Local Planning Authorities discretion and given the minor nature of the changes and the amount of previous notification it was not considered necessary to carry out a 2nd renotification exercise.
- The form of future developments will not be known until any planning application is submitted and as such it is not possible to model cumulative impacts of unknown developments.

- There is no discrepancy between the Port Street plans and the GA Elevation SW plans and the trees shown are the extent that are deliverable given below ground services which have been investigated.
- The sunlight and daylight assessment has carried out in accordance with the BRE Guidance. This states that sunlight in spaces between buildings is important and recommends that the availability of sunlight should be checked for spaces where people might dwell such as parks, playing fields, gardens and childrens' playgrounds. The use of a school entrance is transient and is not a space where pupils will dwell for any significant time.
- The development has a residents' gym and green private and public space. This would ultimately enhance connections to Ancoats and New Islington, encouraging walking, and connect to other walking and cycling routes, such as the canal towpaths and the Bee network. The development has undergone a full viability assessment which allows for significant contributions to affordable housing in the area. It is not viable for the scheme to also provide contributions to sports facilities.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an initial contribution and 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

Significant concerns have been raised by the local community about this development but those concerns have been fully addressed in this Report.

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 is in an important site in the Piccadilly Basin and HS2 SRF Areas which is suitable for a high density development. The 485 homes proposed would contribute to housing supply in the City and population growth in the area. One, two and bedroom homes would be created with ancillary amenity spaces. The development would make a positive addition to the city skyline delivering a landmark development at an important junction which would define a key pedestrian route into the City Centre.

The removal of this long standing vacant site would be beneficial. The building would be of a high standard of sustainability. It would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply and carbon reductions. There would be a contribution to offsite affordable housing, a review of the viability at a later stage and significant public realm improvements which would promote pedestrian and cycle movements.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, 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, solar glare, 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 adjacent listed buildings and conservation areas with the level of harm being considered less than substantial and outweighed by the substantial public benefits.

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 preserving or enhancing the character of the adjacent conservation areas as required by virtue of the Listed Buildings Act, that the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 189, 197, 199, 201 and 202 of the NPPF and that the harm is outweighed by the benefits of the development

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation : Minded to Approve subject to the signing of a section 106 agreement in relation to an initial off site affordable housing contribution, with a future review of the affordable housing position

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.

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 10376-SHP-Z0-A-B5D8-G100-XP-XX-001 and 10376-SHP-Z0-A-B5D8-G100-XP-XX-002 and Site Wide Reference Plan 10376-SHP-Z0-A-B5D8-G100-PL-XX-001;

(b) 10376-SHP-Z0-A-B5D8-G200-PL-B1-001, 10376-SHP-Z0-A-B5D8-G200-PL-00-001, 10376-SHP-Z0-A-B5D8-G200-PL-TY-001, 10376-SHP-Z0-A-B5D8-G200-PL-07-001, 10376-SHP-Z0-A-B5D8-G200-PL-08-001, 10376-SHP-Z0-A-B5D8-G200-PL-09-001, 10376-SHP-Z0-A-B5D8-G200-PL-10-001, 10376-SHP-Z0-A-B5D8-G200-PL-TY-002, 10376-SHP-Z0-A-B5D8-G200-PL-31-001, 10376-SHP-Z0-A-B5D8-G200-PL-TY-003, 10376-SHP-Z0-A-B5D8-G200-PL-RF-001, 10376-SHP-Z0-A-B5D8-G200-PL-RF-002, 10376-SHP-Z0-A-B5D8-G200-EL-EE-001, 10376-SHP-Z0-A-B5D8-G200-EL-EN-001, 10376-SHP-Z0-A-B5D8-G200-EL-ES-001, 10376-SHP-Z0-A-B5D8-G200-EL-EW-001, 10376-SHP-Z0-A-B5D8-G200-SE-AA-001, 10376-SHP-Z0-A-B5D8-G200-SE-BB-001, 10376-SHP-Z0-A-B5D8-G200-SE-CC-001, 10376-SHP-Z0-A-B5D8-G200-SE-DD-001, 10376-SHP-Z0-A-B5D8-G200-SE-EE-001, 10376-SHP-Z0-A-B5D8-G251-DE-XX-001, 10376-SHP-Z0-A-B5D8-G251-DE-XX-002, 10376-SHP-Z0-A-B5D8-G251-DE-XX-003, 10376-SHP-Z0-A-B5D8-G251-DE-XX-004, 10376-SHP-Z0-A-B5D8-G251-DE-XX-005, 10376-SHP-Z0-A-B5D8-G251-DE-XX-006, 10376-SHP-Z0-A-B5D8-G251-DE-XX-007, 10376-SHP-Z0-A-B5D8-G251-DE-XX-008, 10376-SHP-Z0-A-B5D8-G251-DE-XX-009, 10376-SHP-Z0-A-B5D8-G251-DE-XX-010 and 10376-SHP-Z0-A-B5D8-G251-DE-XX-011

(c) Port Street, Manchester Landscape Strategy by Reform stamped as received on 13-12-21 as amended by the Landscape Strategy 0894-RFM-XX-ZZ-RP-L-0001-S2 P04 stamped as received on 10-05-22;

(d) Port Street, Manchester, Waste Management Strategy, by Curtins Ref: 79165-CUR-00-XX-RP-TP-003 Revision: V02, Dated: 12 November 2021 stamped as received on 13-12-21 (on the basis of twice weekly collections subject to condition 3) and Dwg 10376-SHP-Z0-A-G100-SK-B1-002 Rev PO1 (condition 3);

(e) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Statement Version B 04/02/2022 stamped as received on 04-02-22;

(f) Accommodation Schedule within Section 6.5 of Design and Access Statement 13-12-2021 by simpsonhaugh stamped as received on 13-12-21;

(g) Section 8 of the Design and Access Statement 13-12-2021 by simpsonhaugh stamped as received on 13-12-21;

(h) Archaeological Desk-Based Assessment Port Street, Ancoats, Manchester Client: Manchester (Port Street) Ltd, Technical Report: Natalie Poundall Report No: 2021/66 by University of Salford, stamped as received on 13-12-22;

(i) Inclusions of measures and targets set out in Affinity Living, Port Street, Manchester Energy Statement by Futureserv dated November 2021 and AFFINITY LIVING, PORT STREET, Sustainability Statement by WSP dated December 2021 and ES Climate Change Chapter (6) all stamped as received on 13-12-21;

(j) Broadband Connectivity Assessment, Port Street, Sept 2021 by Pager Power stamped as received on 13-12-21;

(k) Fire Statement - FS 001.1, Project: Port Street, Ancoats, Subject: Fire Statement Date: 23 November 2021 stamped as received on 13-12-21 as amended by Deloitte's MCC Consultations Responses Table 31-03-22 and e-mail Response to HSE dated 11-05-22;

(l) Port Street, Manchester, Manchester (Port Street), Limited, AIR QUALITYASSESSMENT, REVISION 01 - 12 NOVEMBER 2021 by Hoare Lee stamped as received on 13-12-21;

(m) FLOOD RISK ASSESSMENT AND DRAINAGE STRATEGY REPORT 84548-PORT-WSP-RP-FRA-001 by WSP November 2021 stamped as received on 13-12-21;

(n) Television Baseline Survey Report, Port Street, Manchester (Port Street) Ltd, November 2021 by Pager Power, stamped as received on 13-12-21;

(o) MANCHESTER (PORT STREET) LTD, PORT STREET, MANCHESTER CITY CENTRE, EXTENDED PHASE 1 HABITAT SURVEY by Penny Anderson Associates May 2021;

(p) Affinity Living, Port Street, Manchester, Ventilation Statement by Futureserve dated November 2021 stamped as received on 13-12-21;

(q) PORT STREET, MANCHESTER Interpretative Ground Investigation Report by WSP REF. NO. 70084785-WSP-GEO-IGR-001 DATE: NOVEMBER 2021 stamped as received on 13-12-21;

(r) Port Street, Manchester, Transport Statement by Curtins Ref: 79165-CUR-00-XX-RP-TP-001, Revision: V01 Issue Date: 12 November 2021 and Port Street, Manchester, Interim Travel Plan, by Curtins Ref: 79165-CUR-00-XX-RP-TP-002, Revision: V02 Issue Date: 12 November 2021 both stamped as received on 13-12-21

and Port Street, Manchester, Stage 1 Road Safety Audit, Response Report, by Curtins Ref: 079165-CUR-XX-XX-RP-TP-005, Revision: P01 Dated: 26 April 2022, Dwg 79165-CUR-00-XX-DR-TP-75001 P09 Access Arrangements and PORT STREET, MANCHESTER Stage 1 Road Safety Audit April 2022 AJ-PF-22-3708-RSA1 all stamped as received on 04-05-22 and Deloitte's e-mail 09-05-22 in relation to the cycle lane;

(s) Heritage Statement Manchester (Port Street) Ltd November 2021 by Stephen Levrant Heritage Architecture Ltd stamped as received on the 13-12-21 and Addendum April 2022 stamped as received on 14-04-22;

(t) Port Street Manchester Environmental Noise Study December 2021 Report Reference: PR0665-REP01A-MPF by Fisher Acoustics , stamped as received on 13-12-21;

(u) ES Volume 1 Main Text:

Chapter 1 Introduction
 Chapter 2 Environmental Impact Assessment Methodology
 Chapter 3 Alternatives and Design Evolution
 Chapter 4 Site, Surroundings and Description of Proposals
 Chapter 5 Construction Management and Phasing
 Chapter 6 Climate Change
 Chapter 7 Daylight, Sunlight and Overshadowing
 Chapter 8 Heritage
 Chapter 9 Human Health
 Chapter 10 Noise and Vibration
 Chapter 11 Socio Economic Impact
 Chapter 12 Townscape and Visual Impact
 Chapter 13 Wind Microclimate
 Chapter 14. Summary of Residual Impacts
 Chapter 15. Type 1 Cumulative Impacts

(v) ES Volume 2 List of Appendices
 Chapter 2: Environmental Impact Assessment Methodology
 Appendix 2.1 - ES Scoping Report
 Appendix 2.2 - Committed Developments
 Appendix 2.3 - ES Scoping Opinion

Chapter 7: Daylight, Sunlight and Overshadowing
 Appendix 7.1 - Drawings of the Baseline and Proposed Scenario;
 Appendix 7.2 - Daylight and Sunlight Results for Baseline v Proposed;
 Appendix 7.3 - Drawings of the Piccadilly Basin Strategic Regeneration Framework massing; and
 Appendix 7.4 - Daylight and Sunlight results for the Piccadilly Basin Strategic Regeneration Framework massing.

Chapter 8: Heritage
 Appendix 8.1 - Heritage Statement

Chapter 10: Noise
Appendix 10.1 - Acoustic Report

Chapter 11: Socio-Economic
Appendix 11.1 - Socio-economic baseline assessment
Appendix 11.2 - Socio-economic Receptor Plan

Chapter 12: Townscape and Visual Impact
Appendix 12.1 - Figures
Appendix 12.2 - TVA Assessment Methodology
Appendix 12.3 - Methodology for producing views and photomontages
Appendix 12.4 - Committed Developments
Appendix 12.5 - Accurate Visual Representations

Chapter 13: Wind Microclimate
Appendix 13.1 - Wind Microclimate Detailed Methodology

(w) ES Volume 3 -Non Technical Summary

all stamped as received on 13-12-21;

(x) ES Addendum

Addendum report, Town and Visual Impact Assessment, prepared by Reform

Addendum report, Heritage, prepared by Stephen Levrant Heritage Architecture

ES Figures

all stamped as received on 14 04 22; and

(y) Points on EV Charging provision set out in Deloitte's Response to Consultation comments Document May 2022

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC19.1, DC20 and DC26.1.

3) Facilities for the storage and disposal of waste shall be provided in accordance with Port Street, Manchester, Waste Management Strategy, by Curtins Ref: 79165-CUR-00-XX-RP-TP-003 Revision: V02, Dated: 12 November 2021 stamped as received on 13-12-21

The waste management strategy shall include provision for a twice weekly refuse collection to be undertaken by a private waste collector only. It shall be implemented in full and shall remain in situ whilst the 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.

4) (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:

*hand sized 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) Prior to above ground development 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.

5) Prior to occupation of the development a servicing strategy for the building, shall be submitted to and approved in writing by the local planning authority.

Servicing shall be carried out in accordance with the approved strategy plan.

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

6) Notwithstanding the documents detailed in condition 2:

a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any

ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

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

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

7) No development shall take place until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority

The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- *Display of an emergency 24 hour contact number;
- *Method of preventing mud being carried onto the highway;
- *Dust suppression Methodology;
- *Compound locations where relevant;
- * Highway Dilapidation survey;
- *Details of any necessary temporary traffic management measures;

- *Location, removal and recycling of waste and loading/unloading and storage of plant, waste and construction materials;
- *Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- *Routes for construction traffic including swept path analysis;
- *A method statement to protect the Rochdale Canal from accidental spillages, dust and debris in consultation with the Canal and Rivers Trust
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Measures to protect vulnerable road users (cyclists and pedestrians); and
- *Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.
- *A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the development;
- * steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway;
- *details of the environmental pollution incident emergency response;
- * measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the canal

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, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) 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, an open-area excavation (subject to a revised WSI).
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 Section 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.

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 the Port Street, Manchester Landscape Strategy by Reform stamped as received on 13-12-21 as amended by the Landscape Strategy 0894-RFM-XX-ZZ-RP-L-0001-S2 P04 stamped as received on 10-05-22

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.

For the avoidance of doubt the development should be delivered in accordance with the approved programme and should not be occupied unless or until the public realm works are completed.

(a) Details of hours during which the terrace at 7th floor level will be open to residents and the mechanisms which would prevent use outside of those hours;

(b) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, where detailed design allows bat boxes and brick, bird boxes and areas of sensitively designed lighting provide opportunities areas within the site for use by bats and moths to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site;

(d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;

(e) 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;

(f) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, temporary gates, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(g) Details of natural play equipment provision;

(h) Lighting around and within the site (which includes for consideration of older and disabled people) and any biodiversity features installed for bats); ;

(i) Details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages with Piccadilly Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);

(j) 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 in the longer term including triggers for removal of the gated access (based on future development plots being delivered) 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

(k) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; location of rumble strips; location of raised crossings; design and location of any pop up power supplies; provision of clear routes to ensure unrestricted access for all; and

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.

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.

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) The development hereby approved shall be carried out in accordance with the targets set out within the Affinity Living, Port Street, Manchester Energy Statement by Futureserv dated November 2021, and AFFINITY LIVING, PORT STREET, Sustainability Statement by WSP dated December 2021, and, ES Climate Change Chapter (6), all stamped as received on 13-12-21. A post construction statement shall be submitted within 12 months of occupation of the development.

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.

13) Prior to above ground works, a feasibility study considering the measures detailed in tables 6.22 and 6.23 contained within the ES Climate Change Chapter (6), will be submitted for approval to the local authority. A post construction statement shall be submitted within 12 months of occupation of the development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework

14) 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.

15) Prior to occupation of

(a) The residential accommodation; and

(b) The ground floor commercial units

a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

16) Notwithstanding the recommendations within the Port Street Manchester Environmental Noise Study December 2021 Report Reference: PR0665-REP01A-MPF by Fisher Acoustics, stamped as received on 13-12-21, before the facade is installed 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 including the specification for service risers /lift shafts; details of the MVHR system (plan, intake/extract points, silencers, operational noise levels) and details of the performance of the glazing.

The approved noise insulation scheme 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 LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq

(b) 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.

17) Notwithstanding the recommendation within Port Street Manchester Environmental Noise Study December 2021 Report Reference: PR0665-REP01A-MPF by Fisher Acoustics , stamped as received on 13-12-21 before the operation of each ground floor commercial unit 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 or any unacceptable noise break out shall be submitted to and approved in writing by the City Council as local planning authority.

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

The approved noise insulation scheme shall be completed before any of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

18) Before any use of each ground floor commercial uses 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.

19) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within each ground floor commercial unit shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be

implemented prior to occupancy of each unit and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance or documents which supersede this guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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

20) (a) The ground floor commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

21) Notwithstanding the Television Baseline Survey Report, Port Street, Manchester (Port Street) Ltd, November 2021 by Pager Power, stamped as received on 13-12-21; if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained in the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

22) 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).

23) 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

24) 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.

25) 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.

26) The development hereby approved shall be carried out in accordance with the Port Street, Manchester, Interim Travel Plan, by Curtins Ref: 79165-CUR-00-XX-RP-TP-002, Revision: V02 Issue Date: 12 November 2021

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 Victoria Station, the Metrolink, the City Centre and areas towards the Victoria North and Great Ducie Street ;
- vii) details of cycle parking within the public realm

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.

27) 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.

28) 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.

29) 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.

30) 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.

31) The development hereby approved shall include for full disabled access to be provided to all publicly 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

32) The window(s) at ground level, fronting onto Port Street, Great Ancoats Street and facing the public realm 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.

33) 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

34) 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 for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- (a) Details of the loading bay/ taxi drop off
- (b) loading bay/cycle lane arrangements
- (c) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points; and
- (d) Amendments to the existing TROs and bus stop locations / routes;

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element and thereafter retained and maintained in situ.

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

35) The development shall be carried out in accordance with the Crime Impact Statement Version B: 25th November 2021; The development shall only be carried out in accordance with these approved details and within 12 months of completion, the applicant will confirm in writing to the Council as local planning authority that the development has achieved Secure 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

36) 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.

37) In the event that any of the commercial units, as indicated on drawing 10376-SHP-Z0-A-B5D8-G200-PL-00-001 P02 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

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.

38) No doors (other than those designated as fire exits and ground floor bin store shown on plan 10376-SHP-Z0-A-B5D8-G200-PL-00-01) shall open outwards onto adjacent public highway.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

39) 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).

40) Prior to the first occupation of the residential element the 485 cycle parking spaces shall be fully implemented as shown in dwg 10376-SHP-Z0-A-B5D8-G200-PL-B1-001 P02

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) 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 - FS 001.1, Project: Port Street, Ancoats, Subject: Fire Statement Date: 23 November 2021 stamped as received on 13-12-21 as amended by Deloitte's MCC Consultations Responses Table 31-03-22 and e-mail Response to HSE dated 11-05-22 (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.

42) Before development commences final details of the wind mitigation to the level 7 terraces and public realm shown in dwgs 10376-SHP-Z0-A-B5D8-G200-PL-07-001 Rev PO2 and Landscape Strategy 0894-RFM-XX-ZZ-RP-L-0001-S2 P04 and confirmation from a suitably qualified Wind Consultant 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).

Informatives

1) The applicant is advised that part of the application site is located within land that may be required to construct and/or operate Phase 2b of a high-speed rail line from Crewe to Manchester, known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament in early 2022 and as a result the site may be compulsorily purchased. In addition, as the HS2 project is not yet at a detailed design stage the applicant is advised to closely follow ongoing progress of the HS2 programme. More information can be found at:

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.hs2.org.uk%2Fin-your-area%2Flocal-community-webpages%2Fwestern-leg%2F.%25E2%2580%259D&data=04%7C01%7Cplanning%40manchester.gov.uk%7Cc84dd8115d0a403479ac08d9d1220ab3%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C1%7C637770766410629262%7CUnknown%7CTWFpbGZsb3d8eyJWIjoicMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTil6Ik1haWwiLCJXVCi6Mn0%3D%7C3000&sdata=teGsvEqwOMBxfkXnsEtMRYplhsV9EJ5hztRRrMDZ0UM%3D&reserved=0>

2) 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

3) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

4) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

5) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

6) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour. Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

7) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

8) For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

9) The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

10) Generator: The routine maintenance and servicing of the now proposed internal emergency generator shall be confined to Monday to Friday 08:00 to 18:00 hours.

11) Nesting birds: No works to trees or shrubs shall occur between the 1 st March and 31 st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out

12) INNS Management: It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as wall cotoneaster are included within this schedule. If any wall cotoneaster will be transported off site as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 132489/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:

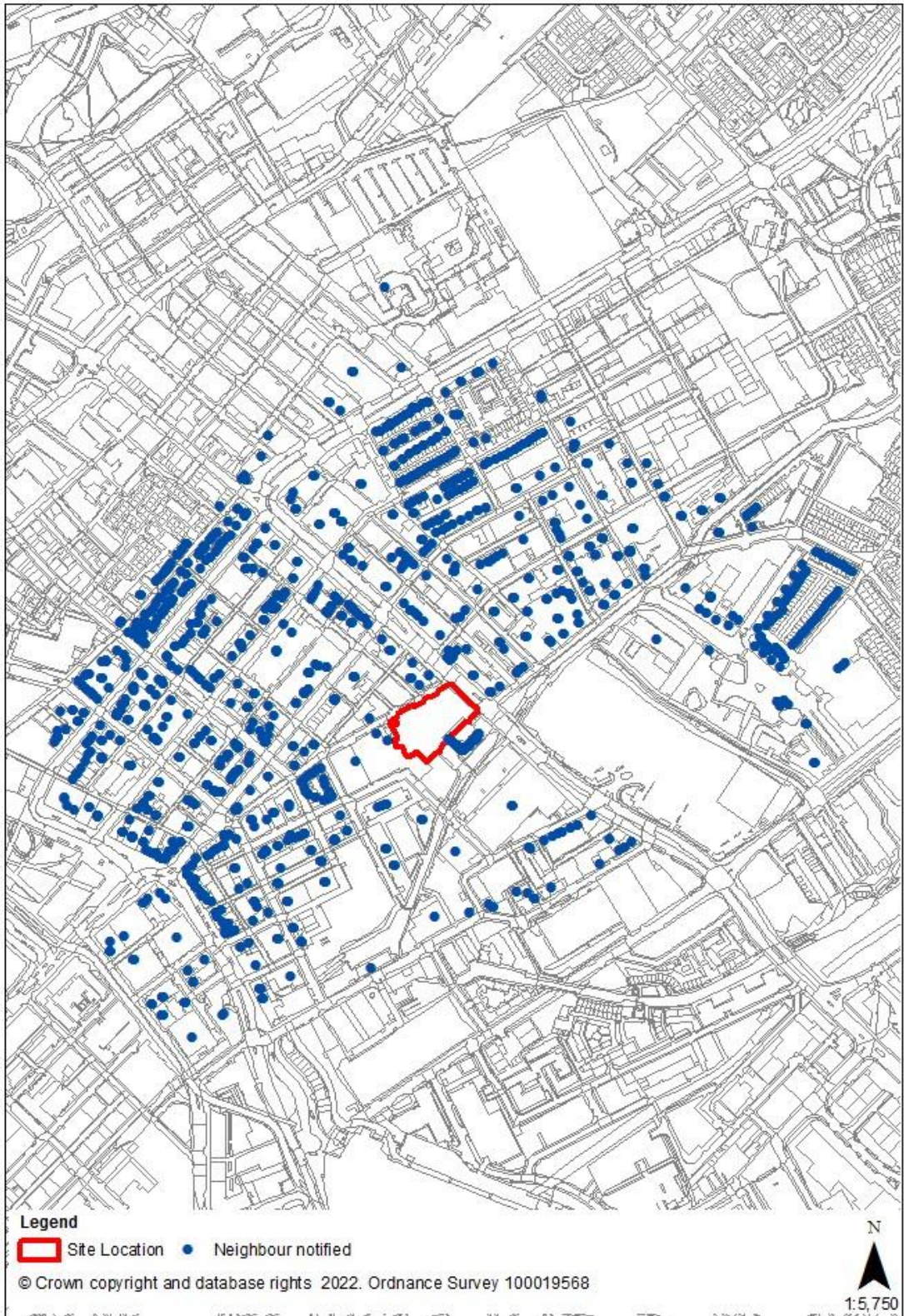
**Planning Casework Unit
Sport England
City Centre Renegeration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Strategic Development Team**

Oliver West (Sustainable Travel)
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society
 Civil Aviation Authority
 Environment Agency
 Greater Manchester Archaeological Advisory Service
 Greater Manchester Police
 Historic England (North West)
 High Speed Two (HS2) Limited
 Health & Safety Executive (Fire Safety)
 Manchester Airport Safeguarding Officer
 National Air Traffic Safety (NATS)
 Natural England
 Transport For Greater Manchester
 United Utilities Water PLC
 Canal & River Trust
 Highway Services
 Environmental Health
 Corporate Property
 MCC Flood Risk Management
 Oliver West (Sustainable Travel)
 Strategic Development Team
 City Centre Regeneration
 Greater Manchester Police
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 United Utilities Water PLC
 Canal & River Trust
 Health & Safety Executive (Fire Safety)
 Manchester Airport Safeguarding Officer
 High Speed Two (HS2) Limited
 Natural England
 Civil Aviation Authority
 National Air Traffic Safety (NATS)
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society
 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:

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



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Application Number	Date of Appln	Committee Date	Ward
132626/FO/2022	23 Dec 2021	30 June 2022	Piccadilly Ward

Proposal Erection of 15 storey building comprising 54 apartments (Use Class C3) with associated residential facilities (residents lounge and terrace and office space), 2 car parking spaces and 57 cycle parking spaces, landscaping, access and associated development.

Location 48 Store Street, Manchester, M1 2WA

Applicant M1 Piccadilly Ltd, C/o Agent

Agent Mrs Diane Ellis, Zerum Consult, 4 Jordan Street, Manchester, M15 4PY

EXECUTIVE SUMMARY

The Committee deferred consideration of this proposal on 31 May 2022 to allow them to visit the site.

The proposal is for 54 homes in a 15 storey building. There are 31 objections and 1 letter of support. The objections relate to: design and scale, townscape, affordable housing, amenity including sunlight and daylight, privacy and living conditions of adjacent residents, traffic, highways and parking provision, loss of trees and biodiversity and the consultation process.

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 and adjacent to the Portugal Street East SRF. The proposal would provide one, two and three bedroom homes which meet the Council's space standards. 2 car parking spaces are proposed. There would be an active street frontage to Store Street and enhanced legibility to create a more vibrant and safe pedestrian environment.

Economic: The development would create 78 full time equivalent jobs over the 18 month build period plus jobs connected to supply chain expenditure. Total net GVA from construction would generate around £4.59 million within the local economy. Council tax revenue is estimated to be in excess of £777,700 over a 10 year period.

Social: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The development would be fully accessible and 1 car parking space would be suitable for use by a disabled person.

Environmental: This would be a low carbon development in a highly sustainable location. The development would be all electric and meet a some on site energy needs through renewable technologies. There would be no unduly harmful impacts

on traffic and local air quality. Any impacts can be mitigated. Green roof, planting on the external terrace and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and would include SuDS features such as rain gardens in the public realm. The ground conditions are not complex or unusual. The development of the site would enhance the 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. This significant building 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. Construction impacts would not be significant and their effects can be managed and minimised. Noise outbreak from plant and the commercial unit would meet relevant standards. A full report is attached below for Members consideration.

INTRODUCTION

The Committee deferred consideration of this proposal on 31 May 2022 to allow them to visit the site.

DESCRIPTION OF SITE



This 0.07ha site is bounded by Store Street, a 2 storey commercial building and residential development at Piccadilly Village and Chapeltown St. It is vacant and all

trees and vegetation were cleared in 2021 to allow investigative works to establish the feasibility of development. A retaining wall on the northern boundary, restricts access to the site and currently it can only be accessed from Piccadilly Village. The site slopes down to Store Street by about 4.5m. Some boundaries have fencing. There is an area of mature tree planting in front of the residential blocks.

The grade II* listed Ashton canal aqueduct crosses Store Street nearby. Other listed buildings close to the site include the Stable block to the south east of Junction Works, 40 Ducie Street, Crusader Works and London Warehouse (all Grade II Listed). Stevenson Square Conservation Area is 250m away from the site and Ancoats Conservation Area 500m.

The site is 250 m South West of Piccadilly Station and is close to all sustainable transport options. It has been used for industrial activities since the nineteenth century and buildings were demolished in the late 20th century following which self-seeded trees and vegetation became established.

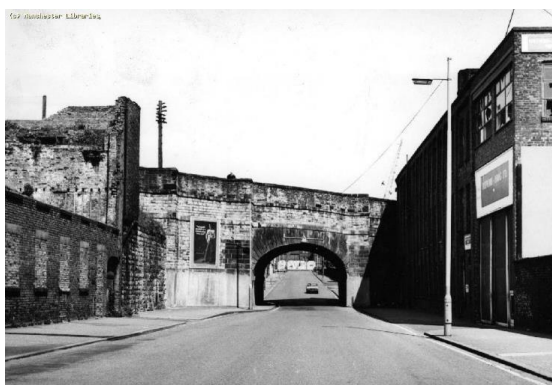


Image of previous building on site 1970

There are 3 and 4 storey residential blocks which typify Piccadilly Village around the Canal to the rear and a 5 storey residential block directly opposite. Jutland House, Navigation House, Wharf Close and Paradise Wharf vary in height from 6 - 8 storeys. There are well established residential communities immediately adjacent, but this part of Store Street has been dominated by light industrial uses for some time. A major residential development has recently been completed at the junction of Great Ancoats Street and Store Street (part 32, 16 and 12 storeys) and permission has been granted for a residential scheme on the opposite side of the Aqueduct (part 4, part 11 storey application ref no 126608/FO/2020).

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 the following schemes are being implemented:

122000 -Victoria House part 25 part 3 storey residential;
 127317-The Castings – Part 25,21,14 and 7 storey residential;
 121099 -The Fairfax -2 residential blocks (29 and 23 storeys); and
 The Leonardo Hotel (122599) (part 13 part ,14 storey)
 Consent was also recently granted for a 15 storey building (Ferrous) on Chapeltown Street.



Emerging developments HS2 SRF / Store Street /Piccadilly Village

The site is also close to the Piccadilly Basin SRF; Mayfield SRF; Ancoats & New Islington Neighbourhood Development Framework; Holt Town Regeneration Framework; and the Kampus SRF

The site is close to Piccadilly Station, New Islington metro-link stop and the Inner Relief Route with access to all sustainable transport options. Pedestrian connections and permeability are compromised by traffic and the area feels disconnected from Ancoats and New Islington. There are surface car parks near to the site and a multi-storey car park adjacent to Piccadilly Station.

The site is in Flood Zones 1 with a low risk of flooding with regards to surface water flooding and is in a Critical Drainage Area. The site is in an Air Quality Management Area (AQMA).

The following now expired consents for residential schemes have been approved at the site:

070326/FO/2003/C3 – Construction of a 9-storey building with 16 apartments with parking and landscaping approved 21 February 2006.

107245/FO/2014/C2 – Erection of 13 storey building with 34 apartments with D2 (Assembly and Leisure) on the ground floor approved 4 March 2016.

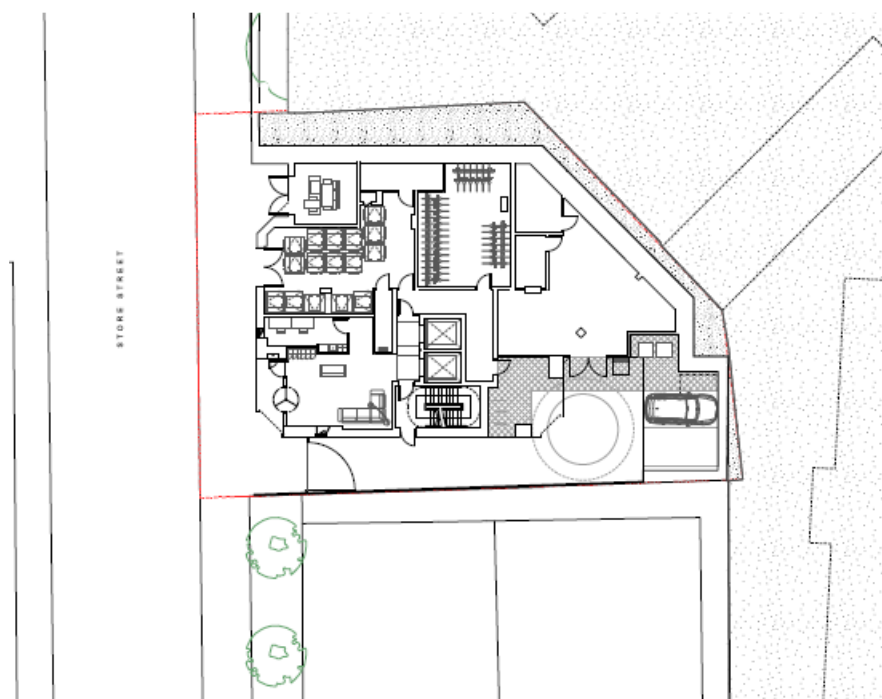
DESCRIPTION OF PROPOSALS

Consent is sought for a 15 storey building of 54 apartments (Use Class C3) with 16 one bed, 2 studios, 33 two bed and 3 three bed. There would be a resident's lounge,

a terrace and office space. 57 cycle parking spaces are also proposed. There would be PV cells at roof level.

The reception area would be double height. There would be a cycle store, plant room and refuse store on the ground floor. 2 external parking spaces would be provided on site. The refuse store would have an external access point for collection. A turntable would allow vehicles to enter and leave the site in forward gear.

A shared work/ social lounge with three workspace/ meeting rooms would be provided at 1st floor with a covered terraced on the northern elevation. Some apartments would have private terraces at roof level and on levels 13 and 14. There would be a green roof on the covered area over the parking and cycle store.



Ground floor plan proposed

Each apartment would have a mechanical ventilation heat recovery (MVHR) system which allows a tightly sealed and correctly ventilated environment to be created and a reduction in heat loss and improved air quality. Residents would have access to openings to give them control over their environment which would be used for overheating. All apartments would have as a minimum dual-aspect views.

Enabling works will be necessary prior to commencement of development to break up and level the site and provide and construct retaining structures.

The building would have a tripartite subdivision with a clear base, middle and top. It would have a chamfered plan form broken up through cut outs at ground floor and on the upper levels. All homes would have a Juliet balcony.

The facade would have three gold / champagne anodised aluminium panel types, including a perforated panel, with tonal variations. There would be metal fins that

decrease in size and density from the lower to the upper floors in the perforated panels. Perforated vent panels would cover the ventilation louvres.



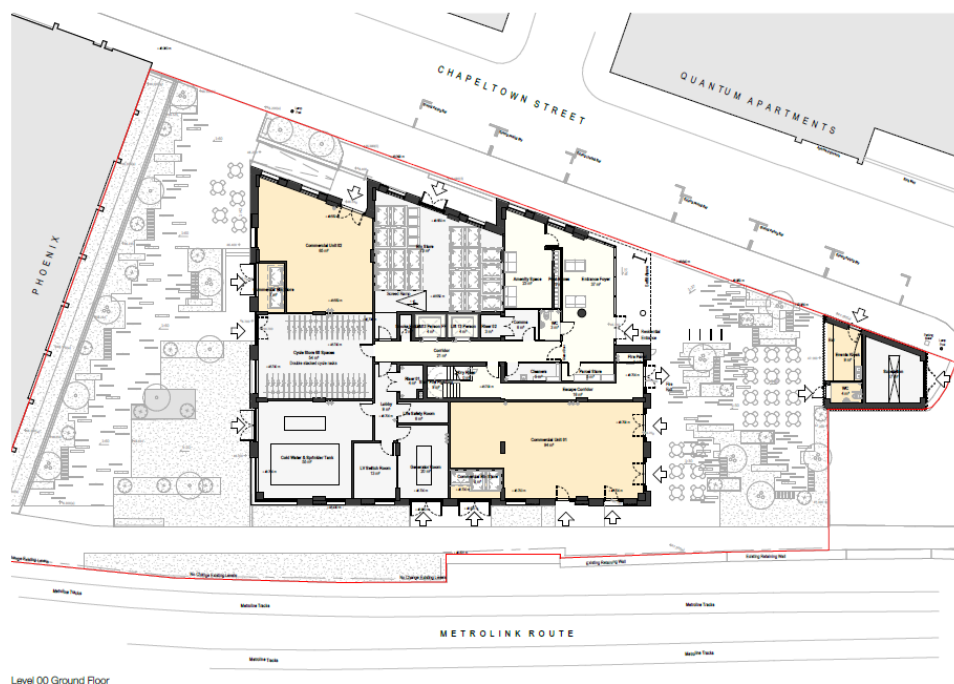
The ground floor entrance would be double height with large areas of glazing. A dark reconstituted stone base would provide some solidity at ground floor. The first floor terrace and glazing would contribute to activity on Store Street.



Store Street Entrance Visualisation



Typical facade visualisation



The homes would comply with or exceed the Residential Quality Guide standards and the 1st floor roof terrace would provide communal space. 6 apartments could be adapted to meet changing needs including those of older and disabled people.

A day time onsite management / concierge service would manage deliveries, reception and communal areas. On site security would be in place to manage access / egress to the building during the evening.

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 Store Street. The management company will move the bins to this area on collection day. Residents would segregate waste in their homes and take it to the internal store. Delivery vehicles would use this area. Temporary drop-off would be on Store Street with vehicles stopping in close proximity to the residential entrance.

In addition to the 54 internal cycle parking spaces, three secure spaces would be provided for visitors. Both onsite parking spaces would be suitable for use by disabled people and be EV enabled. In addition the applicants would fund a car club bay.

There would be hard landscaping around the site perimeter including upgrades to the pavement area in front of the site on Store Street.

The application is supported by Drawings; - Design and Access Statement, Air Quality Assessment; Archaeological Assessment; Green and Blue Infrastructure Assessment; Broadband Connectivity Assessment; Construction Management Plan; Waste Management Plan; Crime Impact Statement; Daylight/ Sunlight Assessment; Ecology Phase 1; Environmental Standards and Circular Economy Statement; Ground Conditions Report Phase 1; Heritage Assessment; Local Labour Agreement;

Noise Impact Assessment; Residential Management Statement; Drainage Strategy including SuD's; Transport Statement and Travel Plan; TV and Radio Reception Survey; Ventilation, Extraction and Odour; Wind Assessment; Viability Assessment; Town and Visual Impact Assessment; and Fire Statement,

Consultations.

Publicity – Nearby residents and businesses have been notified and the application has been advertised in the local press as a major development, a public interest development, affecting the setting of listed buildings and affecting a public right of way. 1 letter of support and 33 letters of objection have been received (including 1 on behalf of 6 residents).

The letter of support states that it seems a good scheme and more residential is needed in the area. I only became aware of it as local ward councillors are actively campaigning against the scheme, rather than asking all their constituents their own views on the development, which separately I feel is not impartial.

The comments from objectors relate to concerns about: design and scale and impacts on townscape, affordable housing, impacts on amenity, privacy and overlooking, sunlight and daylight, loss of trees /on ecology, traffic, highways and parking provision and the consultation process. A summary is outlined below:

Design and Scale and impacts on Townscape

- The design, appearance and materials, which clash horribly with the low rise area and brick builds.
- This an area characterised by low rise buildings and the height is not consistent; This is unnecessary "for profit only," development in a relatively low rise street. This eyesore will overlook existing properties at one street width and dominate existing residences, blocking light and views;
- The development would shoe-horn between the Ashton canal and buildings on Store Street in advance of HS2, with the objective of increased value after HS2;
- The previous permissions were for smaller buildings with less impact on the adjacent properties, particularly in regard to visual impact and local character. References are made in the application, particularly the TVA about the significant impact on users and residents (eg Section 5.36 in the Planning Statement, Sections 4.7.7 – 4.7.9 of the TVA report). This is not addressed in any meaningful way in the application;
- Section 5.1.3 of the TVA states “Immediately north of the site is a cluster of development around the Cheshire ring of the Ashton Canal. This comprises of Jutland House, Navigation House, Wharf Close and Paradise Wharf. The height of the blocks varies from typically 6 - 8 storeys.” This is somewhat of a mischaracterisation of the immediate neighbours. None of the buildings in the Wharf Close development are more than 6 stories in height from Store Street level;
- Section 5.5 (Viewpoint 4) makes no mention of the visual impact to Wharf Close, which is a significant oversight. This is most clearly demonstrated by the architectural drawings (e.g. Elevation CC, DD and EE; Section AA) which

clearly show that the proposal is much taller than surrounding residential buildings at Wharf Close and Piccadilly Village. The selected viewpoints seem to deliberately avoid this issue;

- There are plenty of other areas outside the city centre where blocks of this size can be built;
- The appearance is entirely at odds with the townscape. The shiny gold panelling is not in keeping with the existing or approved red-brick buildings and industrial heritage around Piccadilly Village;
- The impacts from light reflection on surrounding buildings has not been considered;
- Manchester City Council should consider commissioning a Residential Visual Amenity Assessment (RVAA) to properly assess the impact of the proposal.

Impacts on amenity, privacy and overlooking.

- The harm caused would be substantial to the hundreds of residents in terms of loss of privacy, overlooking and overshadowing;
- The closeness of the proposed building, presumed to be approximately 7m at its closest point, to the nearest apartment block known as 19-27 Thomas Telford Basin (TTB), Piccadilly Village, is totally unacceptable and is believed to fall short of the council's own policy relating to the closeness of buildings. It would be overbearing to the detriment of occupiers of the aforementioned building as bedrooms would be overlooked to an unacceptable degree;
- The development would result in unacceptable levels of wind tunnelling; The scale would adversely impact on the quality of life of residents;
- It would "piggyback" there private development with half the properties having living accommodation facing there courtyard. This might be reasonable if the if this fourth side was of comparable scale, but it is out of all proportion. Half of the homes would heavily and closely overlook Piccadilly Village. Insufficient consideration has been given to the privacy neighbouring residents and many windows look into the existing properties on Wharf Close;
- The roof terrace could become a focus for parties and events and cause noise and disturbance. As there is no permanent on-site property management, the communal roof terrace should be dropped or the hours of its use restricted;
- There has been several years of living with noise, dirt, dust, and road closures from development and further disturbance would result. Sensible restrictions on the construction hours is required. The 26 living rooms facing Piccadilly Village could cause unsocial noise if openable. Noise or vibration from machinery servicing the building may be below the level their properties.

Impacts on Sunlight and Daylight

- The level of loss is unacceptable; 76 windows at 19 to 40 Thomas Telford Basin would lose light.25 fail BRE standards;
- The light loss to Wharf Close is not mentioned in the Planning Statement. This is entirely at odds with the Daylight and Sunlight report), which clearly shows a major reductions in daylight to Wharf Close;
- There would be significant loss of sunlight to Thomas Telford Basin.

- The current proposal re loss of light and impact of this is based on a 13 storey building. There is no reference to what the light loss is compared to the current site and no historical data to compare any earlier planning applications;
- The true light loss data has been requested over a dozen times from the developer without a satisfactory response;
- The daylight report does not contain data about the existing light levels and there is no data they have for existing light levels;
- The developer has said the Council advised that a light report need only compare to the lapsed previous planning. This is NOT what is required by BRE building standards. The impact of light lost on neighbouring properties must be taken into consideration and not just a comparison against an old scheme;
- Framing comparison with the design of the building previously proposed in the 2016 planning application is flawed as that previous application suffered from serious flaws in their light assessment;
- The periods when sunlight will not be available will be during the early mornings (rather than later in the day) when the properties are most likely to be occupied. Thus, this loss of sunlight would have a disproportionately larger negative impact on the residents compared to when it is averaged over the entire day.

Traffic, Highways and Parking provision.

- The proposal would bring further air pollution which already contravenes the legal limit as traffic would increase. This would increase noise pollution;
- More information is needed about the cumulative impacts from the additional traffic generated from all proposed and approved developments in the area;
- Parking and air pollution are an issue. An additional 54 apartments with only 2 car parking spaces will exacerbate pressure for parking. There would be unsustainable demand for the limited on-street parking;
- The level of cycle parking is inadequate as car free living will require more than one space per unit and will lead to visual clutter from on street cycle parking;
- The level of parking proposed is insufficient;

Affordable Housing

- The developments should include social and affordable housing. Developers make the numbers show the s106 provisions are unaffordable. The council enable this to happen. Manchester has a housing crisis and this development doesn't help;

Loss of Trees / Ecology

- More than 30 trees have been removed. More not less space is needed in the City Centre and high rise development should not be built on green spaces. The site is not derelict rife with nature. The loss of trees has undermined the existing poor levels of ecology in the area further. Some 30 or so trees were

cleared without local consultation or announcement and the plan appears to replace them with only 1! This runs contrary to council aims to increase greenery and clean air within the city centre; Given that Manchester City centre is one of the most polluted areas in the UK cutting down 30 trees is unacceptable and impedes the health of those living in the local area; along with the small amount of local birds that are managing to survive on the limited resources that are available;

- The benefits to the environment from the development are inadequate;
- Damage will be caused to the local environment and the well-established wildlife, including bats which are a protected species. The area is one of the last remaining '**green spaces**' left and would be eradicated.

Residents Consultation

- There has been no significant consultation of efforts to engage with the local community. The developers did not contact Piccadilly Village on important issues such as 'right for light';
- Insufficient efforts were made to inform the local residents of the development. Residents were given less than a week's notice of the webinar date, and the single date, during working hours, was unsuitable for many. In nearly all cases, this was the first time people were made aware of the proposal;
- The applicants failed to respond to the comments raised. 86% of respondents did not support the design of the scheme. The three main reasons were that it was too tall, didn't fit with the area and the colour should be changed. A comment was raised that the building would restrict light to Wharf Close;
- The developer failed to take these comments into account and provided no feedback. This is not a reasonable level of consultation.

Other

- The development will risk undermining 18th century canal foundations and those of an historic aqueduct;
- Residents would not want to live next to the adjacent tin shed which brings the viability into question;
- The homes of some local residents may be demolished as a result of HS2 and it is just perverse to demolish homes and rebuild new ones;
- We moved to Wharf Close for the relative quiet of the location whilst being near to the city centre.

A letter has also been received by the owners of the adjacent site whilst supporting the delivery of well considered and well designed regeneration of the site in principle have outlined a number of concerns:

They consider that the current proposals do not sufficiently ensure that.

- they do not compromise existing residential amenity;

- they are not prejudicial to the delivery of future development land available for further regeneration; and
- residential accommodation is provided in a manner that would not, in the future, compromise the amenity of those residents in such accommodation.

They state that the application has not accurately portrayed their emerging scheme nor does it adequately attempt to positively respond to it. Rather the proposals seek to maximise the development footprint of the site and in doing so, the approach not only ensures that the amenity of existing residents located to the rear of the site would be compromised but the approach also does not adequately respond (despite saying say so) to adjacent redevelopment opportunities and emerging proposals.

This can be demonstrated for example through the proposals' residential units fronting Store Street. A bedroom to this unit has a single aspect narrow window facing towards adjacent land and there has been no attempt to consider the future residential amenity of this space in light of emerging redevelopment proposals which the applicants have been made aware of. As such any new development opposite will compromise daylight and visual amenity to this bedroom and this would result in the emerging proposals being unnecessarily amended to respond to poor design. It is unclear as to what level of consideration future development has been given with regards to the elevations and internal planning to avoid any impact on future development.

The current proposals does not represent a well designed scheme and are in conflict with policies EN1, EN2 and DM 1 of the Manchester Core Strategy, the Manchester Design Guidance, and the Manchester Guide to Development SPD and should be revised accordingly.

Ward Members – Councillor Douglas objects to the proposed development as it is taller than is appropriate for the local area and would dominate. She notes potential concerns for residents around loss of privacy and light, as well as parking, increased traffic and pollution, and pressure on infrastructure including access to GPs and dentists. At 15 storeys it is 10 floors higher than the next highest building in the immediate surround. Additionally, there is a concern around impact on local listed buildings and structures, including the Grade II* listed aqueduct that nearly abuts the site.

Councillor Wheeler believes that the proposal is a profoundly immoral vanity project that does nothing to address the needs of people on the social housing waiting list.

The affordable housing contribution of £125,000 does not comply with council policy. Other nearby developments have delivered 20% on site affordable housing at local housing allowance level or are predicted to deliver at a lower profit level than this development. It is therefore incorrect to argue that the scheme is not viable with the level of profit proposed.

There is no replacement for the 30 trees lost prior to submission which is wrong given the climate crisis and the limited access to green space in the City Centre

Canal & Rivers Trust - The proposal would be visually dominant, and a significant building as would the 13- storey consented scheme. A 13 storey building, or lower, would be preferable but agree that the impact of the proposal on the listed aqueduct or canal corridor would not warrant an objection on heritage grounds.

The proposal would not have a significant adverse impact on the canal corridor being set back from the canal, and partially screened by existing Canalside development. They question the appropriateness of reference to a former brass works and the use of gold as an expression of prosperity in the City. The similar treatment at the Hive in Worcester and the Visual Art Centre in Colchester was on lower civic buildings where the extent and impact of the gold will be far more significant. A well selected brick would be a more appropriate and the Council should satisfy itself that the material is appropriate.

Head of Highways- no objections subject to conditions about off-site highways works, pavement materials, the provision of a Car Club Bay, provision and adoption of a Travel Plan and a Construction Management Plan

Travel Change Team – no objections with suggestions about improvement to surveys and resulting targets which should form part of the final travel plan and about the dissemination of the Travel Plan to residents and staff / visitors.

HS2 – Have no objection. The proposal will not encroach upon safeguarded land. The soft landscaping is unlikely to affect HS2 utility works. They have advised the applicant to review the Western Leg Hybrid Bill to ensure that they are aware of the proposed HS2 works in that location

Head of Regulatory and Enforcement Services (Street Management and Enforcement) - No objection and recommends conditions relating to acoustic insulation 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.

Greater Manchester Ecology Group – No objections. The planting would mitigate any loss of biodiversity.

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 conditions.

United Utilities – No objections subject to a condition about surface water run off.

Historic England – Have no comment and advise that the Council seek the views of its specialist conservation and archaeological advisers.

GMAAS - A Desk Based Archaeological Assessment confirms there are no heritage assets in the site, but notes that the former site level beneath up to 2.5m of made-ground (likely to have derived from demolition within the site and from neighbouring plots), could contain remains of former remnants that survived at depth, as indicated by archaeological works on nearby sites. They agree with the conclusions of the DBA that there is the potential for below-ground remains to have survived at the site, and for these to be impacted upon by ground-moving activities. A condition should require further investigation with any remains recorded.

Health and Safety Executive (Gateway 1) – No objections but have commented on the Fire Safety Statement identifying some further design work required in relation to the facades and the use of protected lobbies to separate common areas and access to water for firefighting. These may have an impact on planning considerations of design and layout with planning implications which could usefully be considered now.

Greater Manchester Fire and Rescue Service – The firefighting arrangements should meet the requirements for Fire Service access in relation to the width of access road and location of a fire hydrant as well as promoting the use of a sprinkler system within the development.

ISSUES

Local Development Framework

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") 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.

S03 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.

S05. Transport - This highly accessible location is close to public transport and would reduce car travel.

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

Relevant National Policy

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

"For decision- taking this means approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan, 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 building management, 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 help to 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 living. The proposal would be part of a 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 these 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. Notwithstanding this the applicants have offered an upfront payment of £125,000 towards off site affordable housing. The viability would be reviewed at a later date to determine if the schemes viability improves and a greater contribution can be secured. 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 Junction Works, 40 Ducie Street, Crusader Mill, London Road Warehouse, 32-34 Laystall Street, the Entrance Archway and Lodge to the Yard of the Rochdale Canal Company, the Rochdale Canal Company Office Former Horrocks Crewdson and Company Warehouse, Ashton Lock Keepers Cottage, the Cooperative Warehouse (all Grade II), Dale Warehouse or Store Street Aqueduct (both Grade II*).

The scale and quality would be acceptable and would contribute to place making. It would raise design standards and create a cohesive urban form. It would improve the character and quality of a site whose appearance is poor. The positive aspects of the design are discussed in more detail below.

A Tall Building Statement identifies key views and assesses the impact on them. It 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. This should enable potential impact of the proposal on their significance to be understood. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a development could include, heritage assets with archaeological interest a desk-based assessment and, where necessary, a field evaluation is required.

195. Local planning authorities should identify and assess the significance of any affected heritage assets, including setting and use this to avoid or minimise 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 proposal on 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.

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 exceptional.

202. Development that would lead to less than substantial harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

206. LPAs should look for development 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 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 would create an active frontage and 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 buildings/structures/areas to have survived at depth. A watching brief during site investigation works to better understand the depth and construct of made-ground and the level of truncation of any below-ground deposits below modern street level. The results of any investigations should inform the necessity for any further phases of archaeological investigation. A condition would ensure 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 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 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. Surface water run-off and ground water contamination would be minimised

The largely self seeded tree removal that occurred recently occurs on many brownfield sites. 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 enhancements are recommended which could be delivered as part of the development. 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.

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 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 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 adjacent Portugal Street East Neighbourhood have begun to establish. It would along with other pipeline developments within area contribute to the process of strengthening 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.

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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 crucial to its longer term economic success. There has been a significant amount of regeneration in Piccadilly over the past 20 years through private and public sector investment. Major change has occurred at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as opportunities are presented by HS2, and the City Centre Core continues to expand to areas beyond such as Ancoats, New Islington and Portugal Street East The development would contribute to the area’s transformation and regeneration.

The site was in industrial use for over a century and its appearance is similar to other post industrial sites. It has no status as open space. The largely self-seeded trees recently removed offered some amenity value but the site is not publicly accessible and its ecological value was low. Street level activity in this part of Store Street is poor and the benefits of the development and the mitigation for the previous loss of green infrastructure outweigh any visual or ecological harm and the Greater Manchester Ecology Group have no objection.

Manchester is the fastest growing city in the UK, and the city centre population has increased significantly. The population is expected to grow considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Providing the right quality and diversity of housing including affordable homes, is critical to economic growth and regeneration in order to attract and retain a talented workforce. The homes would be in a well-connected location, adjacent to major employment and areas earmarked for future employment growth. This previously developed brownfield site would provide homes in a highly sustainable well-connected location and would bring new footfall into the area.

The site has a negative impact on the street scene. It has a poor appearance and fragments the historic built form and creates a poor impression. The development would provide a positive use that benefits the surrounding area. The increase in ground level activity and improved connectivity would integrate the site into the urban grain. Enhanced legibility would create a more vibrant and safe pedestrian environment which would also improve the impression of the area for visitors.

Employment would be created during construction, with permanent employment in the building management. 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 site makes no contribution to the local economy. The development would create 78 FTE jobs over the 18 month construction period. Approximately 7 part time jobs would be generated through the operation of the building. A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Work experience opportunities and creating apprenticeships will be provided where possible.

The development would generate GVA of £1.73m in greater Manchester economy over the lifetime of the construction and £2.86m indirect GVA from the supply chain. In excess of £777,700 in Council Tax is expected to be generated over a 10 year period.

Viability and affordable housing provision

The amount of affordable housing required should reflect the type and size of development as a whole and take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, 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 54 homes for sale. The delivery of homes is a council priority. The proposal would develop a brownfield site where the topography and access make development difficult. It would create active street frontages on a site which makes little contribution to the area. It would have a good quality appearance and would comply with the Residential Quality Guidance. All these matters have an impact on 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 the conclusions of that independent assessment have been verified by the City Council's Property Surveyors.

The above assessment and verification considers the benchmark land value to be £297,000 and build costs of £179.77 per sq ft. which are within the expected range based on comparable evidence. Gross Development Value would be £15,228,400 which would give a profit of 15.52% on GDV. On this basis it was concluded that the scheme cannot support a contribution towards off site affordable housing and remain viable to the quality proposed. Notwithstanding the above the developer has offered an upfront contribution of £125,000. which would result in a profit level of 14.59% on GDV.

There would be provisions in a s106 agreement to allow the viability to be re-tested to assess whether any additional 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. All would be adequately ventilated, and dual aspect, have large windows to increase natural sunlight and daylight and have 2.4m floor to ceiling heights. The flexibility of the open-plan living/kitchen/diner arrangement responds to contemporary lifestyles.

The communal lounge and terrace, and relatively low number of apartments in the development would promote the creation of a community within the building.

The mix and size of the homes would appeal to single people and those wanting to share. The 2 and 3 bed homes would be attractive to families and those downsizing. All the apartments will cater to, or be capable of conversion, to meet the needs of all allowing a mix of people to reside in the development.

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

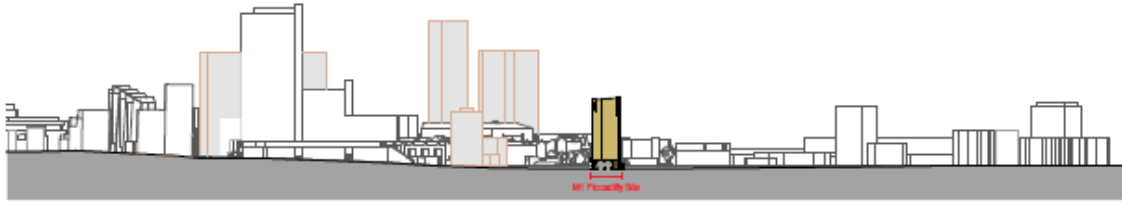
the external part of the amenity area. This would ensure that the development is well managed and maintained and support long-term occupation.

CABE/ English Heritage Guidance on Tall Buildings

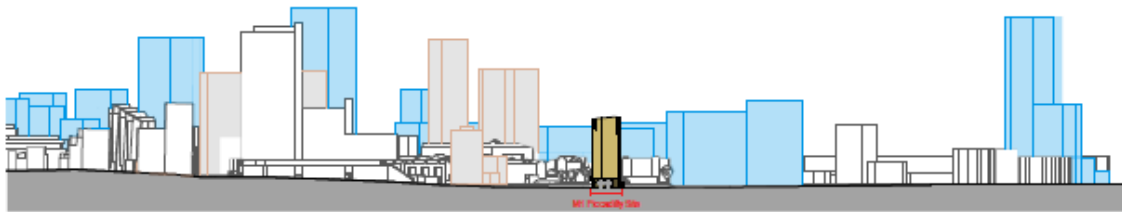
One of the main issues to consider is whether a 15 storey building is appropriate in this location. Development on Store Street ranges from low rise industrial units to Oxygen at 31 storeys. The context surrounding this site is lower rise around Piccadilly Village and the Wharf Apartments on the opposite side of Store Street is 5 storeys. There is a previous approval for a 13 building on this site which has expired and a recent approval of the 4/ 11 storeys at 52 Store Street.

A 15 storey building would be tall in its local context and a key issue is whether this 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.





Cityscape Elevation with Pipeline Projects



Cityscape Elevation with pipeline projects and Manchester Focality SIF Massing

Proposed development in context of approved adjacent developments and indicative HS2 Massing

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

The key issues are the appropriateness of a tall building in this location and its potential impact on the setting of the Ancoats and Stevenson Square Conservation Areas, affected listed buildings and non-designated heritage assets.



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. They should relate sensitively to their context and should make a positive contribution to a coherent city/streetscape. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are close to public transport nodes. The HS2 SRF promotes high-density mixed-use development, with a residential focus around Store Street, with the potential for taller buildings along main routes into the city centre such as Store Street.

The site is close to Piccadilly Station, an important gateway city and a distinctive building in this location could improve legibility and add positively to the cityscape. A building of the height proposed would act as a landmark and enhance the sense of place, providing orientation and reference.

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 creates a poor impression.

The scale, form and massing of the building has sought to minimise impact on adjacent residents and the adjacent plot, in terms of overlooking and impacts on sunlight and daylight compared with the previous approval and notwithstanding the increase in height.

The angled plan form to the upper levels would maximise the number of windows to each apartment. Setbacks in the façade and the reduction in massing on the upper floors help to break down the massing.



The ground floor treatment would help to integrate the site into its context and define the streetscape. The dark reconstituted stone base would provide a quality, robust material and create a high quality first impression

There are a diverse range of architectural styles and materials on Store Street. There is however a predominance of warm colours. The proposed materials would reference this in a modern design. The detailing and quality of the materials can be controlled by a condition. Overall, it is considered that the contemporary approach is appropriate and would deliver the quality of building 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. 9 views were selected with verified views before and after

Impact on views of Heritage Assets and Townscape impacts

The proposal would have no physical impact upon the grade II* listed aqueduct. The height and scale of the development could impact on the setting of the nearby conservation areas and wider townscape impacts have been tested.

The Heritage Assessment has evaluated the impacts on the, the Stable block to the south east of Junction Works, 40 Ducie Street, Crusader Works, London Warehouse, 32-34 Laystall Street, the Entrance Archway and Lodge to the Yard of the Rochdale Canal Company, the Rochdale Canal Company Office Former Horrocks Crewdson and Company Warehouse, Ashton Lock Keepers Cottage, the Cooperative Warehouse (all Grade II) and Dale Warehouse and Store Street Aqueduct (both Grade II*)

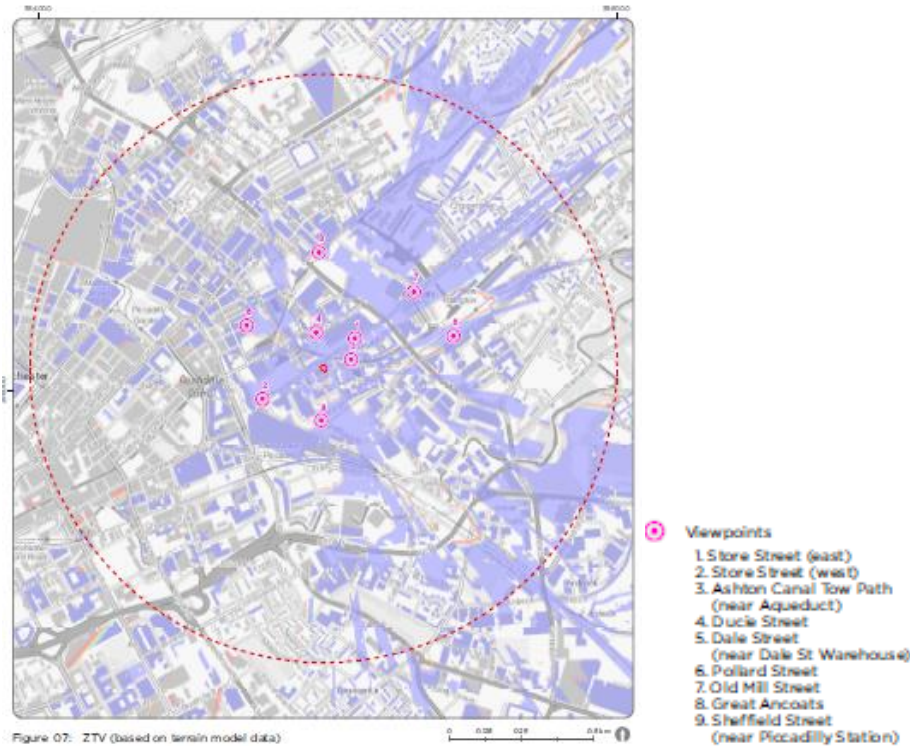
The townscape comprises the old and the new and the proposal is located on a formally developed site which is cleared and redundant. The urban grain is fragmented and lacks cohesion.

A visual assessment has analysed the impact in townscape terms from a baseline of 9 representative views. The impact of the development on heritage assets has also been assessed.

The effect of the proposal against the existing baseline i.e. at the of writing the TVA and Heritage Impact Assessment, including committed schemes has been assessed. Visual effects were related to changes that would arise in the composition of views as a result of changes including to the landscape and the overall effects with respect to visual amenity.

The Assessment concluded that the development would have no effect on the perceived townscape character of the following adjacent conservation areas: A. Stevenson Square; C. Whitworth Street;

Visibility of the proposal is limited to the very southern edges of the Ancoats conservation area (B), where there are views from the Rochdale Canal Towpath (view 8). The magnitude of change to the character of the Ancoats conservation area would be negligible and the effect minor because almost all of the proposal will be screened behind the foreground Urban Exchange Retail with only parts of the upper floor of the proposal visible above the intervening roofline and resulting in a negligible influence on the townscape character.



Viewpoint locations and scope



Viewpoint 1 Store Street (east) (users of Store Street)

The heritage significance of the Grade II* aqueduct is fully appreciated, especially when travelling closer towards although the pedestrian environment is poor with a lack of activity and a fragmented streetscape.

The setting of the building is detrimental with little historic character and there is a high capacity for change to enhance the setting of the listed structure. The proposal would be a prominent change along Store Street, behind the viaduct. Its scale would

contrast with the lower residential buildings but there are other tall buildings on Store Street and the impact would be moderate.

The new building would be prominent but would not diminish the architectural and historic interest of the aqueduct, whose significance derives from its innovative design and distinctive skewed form. The proposal would result in considerable visual change, its overall impact on the built historic environment from this view would be negligible adverse.

The Grade II* Aqueduct is the only designated heritage asset in the view. Despite the height and scale of the proposal, the architectural interest of the listed structure would remain fully appreciable in short-to-mid range views. The height and scale of the proposal would have an adverse impact on the established form and massing of the area and the pale anodised aluminium panels contrast with the traditional use of brick and stone which characterised Store Street in the 19th century.

The new building would read be prominent but would not diminish the architectural and historic interest of the aqueduct, whose significance derives from its innovative design and distinctive skewed form.

Whilst the development would change the townscape composition, the overall impact upon the built historic environment from viewpoint 1 would be negligible adverse.



Viewpoint 2 Store Street (west) (users of Store Street)

The view provides some context of the central Piccadilly area, notably Oxygen at the junction of Store Street and Great Ancoats Street and development and regeneration Piccadilly Basin. The Grade II listed London Warehouse is to the left, forming a distinct and robust historical landmark from an elevated point.

The vacant site is to the far right .Currently a sloping, cleared embankment, with no historic character it has a negative visual impact upon the setting of the Grade II*

aqueduct. There is potential to develop the site and reinstate the street context which is incoherent and lacks definition.

The proposal would be located at mid-distance and at moderate scale, forming a to the view adjacent to the Viaduct. The proposal would be viewed in the context of a varied townscape scale including Oxygen and Islington Wharf. It would create a transition between the lower residential buildings and taller towers and its impact would be moderate/ minor.

The development would be viewed in conjunction with the Grade II* Aqueduct, which terminates views to the centre of Store Street. It would reinstate the historic building line defined by a 19th century Packing Case Manufactory. The new frontage would enhance connectivity around the area and improve the setting of the Grade II* listed aqueduct, which at present, lacks built form and context.

The proposal would be a landmark, contrasting in scale and height to the built form of the area. Its height and scale would be a dominant new element in the immediate setting of the aqueduct.

The development would change the townscape considerably but its impact on the built historic environment from Viewpoint 2 would be negligible adverse. This adverse impact would however be offset by the enhancements at street level.



Viewpoint 3: Ashton Canal Tow Path (near Aqueduct) (users of canal towpath)

The 19th industrial character of the canal has changed following the demolition of the manufacturing works and other warehouses. The area is now an enclosed, residential complex with an historic waterway. The view illustrates the enclosed and secluded character of the canal but doesn't include a clear view of the Grade II* aqueduct, which are better appreciated at street level.

The proposal would be relatively close and therefore at large scale. It would be partially visible with the upper stories forming a visible and prominent change above

Piccadilly Village. Although its scale contrasts with the lower residential buildings of Piccadilly Village and would be a contemporary development in the context of the Viaduct, its scale relates to other tall buildings that form the city centre backdrop including 111 Piccadilly and City Tower, and the proposal contributes to the local identity and distinctiveness of this area viewed from the canal towpath. The impact on visual amenity would be major /moderate.

The development would be highly visible to the east side of Store Street, It would be viewed in conjunction with the Grade II*Listed aqueduct, which terminates views to the centre of Store Street. It would reinstate the historic building line and enhance connectivity around the heritage asset and improve its setting.

The building would be a distinctive landmark which contrasts with the areas built form and would be a dominant element in the immediate setting of the aqueduct. It would change the townscape considerably but impact on the built historic environment would be negligible adverse. This would be offset by the enhancements at street level.

The proposal would rise above and create a notable contrast to the domestic height and scale of existing buildings which make a positive contribution to the canal's historic character. Piccadilly Village has a distinct character, but the development would not impact on the setting of any designated heritage assets in the view.

The special architectural and historic interest of the Grade II* Listed Store Street aqueduct is best understood and appreciated at street level. Despite its height and scale, the impact on the built historic environment would be neutral.



Viewpoint 4: Ducie Street (users of Ducie Street)

The immediate streetscape setting of the listed buildings contributes positively to their significance but cleared land to the rear detracts from this. A number of historic buildings in the area have been redeveloped (such as the Grade II Ducie Street Warehouse) and new buildings have transformed the character of the townscape, including the Dakota Hotel and La Reserve Aparthotel at Ducie Street.

The proposal would be close with the mid and upper storeys forming a visible and prominent change to the view. There would be a distinct material contrast between its cladding and the red-brick townscape. The proposal would be a landmark that has a moderate impact on visual amenity

Its height would contrast with the coherent character of the listed buildings in the foreground. It would change the view considerably but its impact on the ability to understand and appreciate the significance of the heritage assets would be minor. The proposals would have a minor adverse impact on the historic environment.



Viewpoint 5: Dale Street (near Dale St Warehouse)

The proposal would not be visible from this viewpoint.



Viewpoint 6: Pollard Street (users of Pollard Street)

The Grade II listed Cooperative warehouse (Albion Works) on the left is a dominant street wall to the east side of Pollard Street. The symmetrical window arrangement and low-rise boundary wall enhance its presence in the streetscape, which was historically characterised by a number of industrial warehouses.

The undesignated Vulcan Mill and the Cooperative Warehouse are all that survive from the 19th century-built form. Islington Wharf has changed substantially with modern apartment buildings which form a contemporary backdrop and illustrate regeneration and evolution in the area.

The proposal would be located at mid to longer distance, in the context of large scale buildings and townscape, and at relatively moderate scale, forming a noticeable but relatively small change to the city centre skyline. Its scale is accommodated in the view since, alongside taller buildings, and it does not increase the height of the roofline. There would be minor impact on visual amenity.

It would not intrude on the ability to understand or appreciate the special architectural and historic interest of the listed building in the foreground of the view or its setting.

Therefore, its visual impact on the settings of the designated heritage assets in the view would be neutral as it would not diminish the appreciation of any individual heritage asset from this perspective.



Viewpoint 7: Old Mill Street (users of Old Mill Street)

The view illustrates the changing context of the settings to listed buildings closest to the site, including the Grade II 32 and 34 Laystall Street and the collection of Grade II listed buildings at Ducie Street, which were historically defined by industrial mill buildings and expansive canal networks.

The proposal would be at mid to longer distance, in the context of large scale buildings and therefore at relatively small scale. It would be a noticeable but relatively small change to the view. Its scale is accommodated in the varied townscape, alongside taller buildings. It would not increase the height of the roofline and would have a minor impact.

The contemporary proposal responds to the increasingly modern character of this part of the city centre both with regards to scale and materiality. It would not impact on any designated heritage assets and would have a neutral impact.



Viewpoint 8: Great Ancoats (Users of canal towpath)

Almost all of the proposed development will be screened behind the foreground Urban Exchange Retail Park buildings, with only parts of the upper floor of the proposed development visible above the intervening roofline and resulting in a negligible influence on the view. There would be minor impact on visual amenity.

The Proposed Development would result in imperceptible change from this particular point within the townscape and would not impede on the significant complex of mill buildings which define the Ancoats Conservation Area. The proposals would, consequently, result in a neutral impact on the built historic environment from Viewpoint 8.



Viewpoint 9: Sheffield Street (Users of Sheffield Street)

The view illustrates the immediate setting of the Grade II listed train shed and undercroft at Piccadilly Station, which is eclipsed from view to the rear. Whilst this is not currently a well-developed area, the station is a key nodal point and is due to be regenerated in line with the Piccadilly Basin SRF.

The proposal would be located at mid-range distance but is only partially visible, with the upper stories forming a visible and apparent change above the 5 storey residential buildings. It is higher than the residential buildings, but the change would not be significant and its impact minor. It would be read as a contemporary addition to the skyline in the middle distance and whilst it would be visible, it would not intrude on the setting of the Grade II listed train shed and undercroft at the Station. The visual impact on its settings would be neutral as it would not diminish the appreciation of any individual heritage asset.

Any adverse impact, on heritage assets would be mitigated by the enhancement of the pedestrian environment at Store Street. The development would create active frontages and introduce a sense of place and a welcoming environment within the immediate setting of the Grade II* listed structure.

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. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 189, 197, 199, 200 and 202.

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (sections 201-202).

The NPPF (section 193) stresses that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm. 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 be justified.

Where a proposal would have an adverse impact on the historic environment the harm must be outweighed by the public benefits brought of the scheme (NPPF 202).

In terms of heritage impacts overall there would be 2 instances of Minor Adverse impacts (Stable block to the south east of Junction Works, 40 Ducie Street) all other impacts including on the 2 conservation areas would be negligible adverse (2) and neutral (10). The instances of Minor Adverse harm are considered to 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 SRF Area;
- 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.

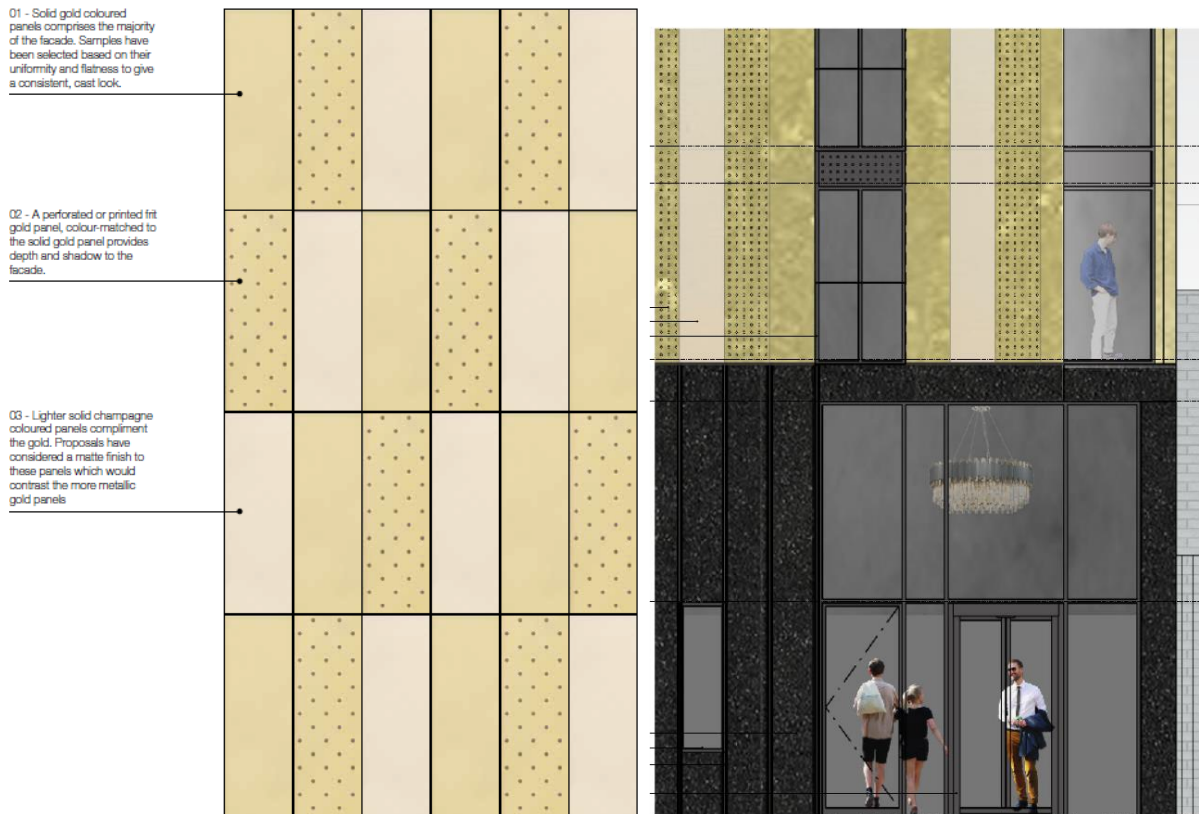
The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraphs 197, 199 and 202 of the NPPF. Sections 66 and 72 of the Planning Act in relation to having regards to the preservation and enhancement of conservation areas and setting of the adjacent listed buildings are considered to be satisfied.

Architectural Quality

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

The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme. There are a variety of materials and building styles in the area with small-scale brick industrial buildings to new build homes and more contemporary buildings in corten steel and metal cladding. The anodised panels are high quality and durable. They have been chosen to respond to different lighting conditions adding depth, and richness and interest to the facade.

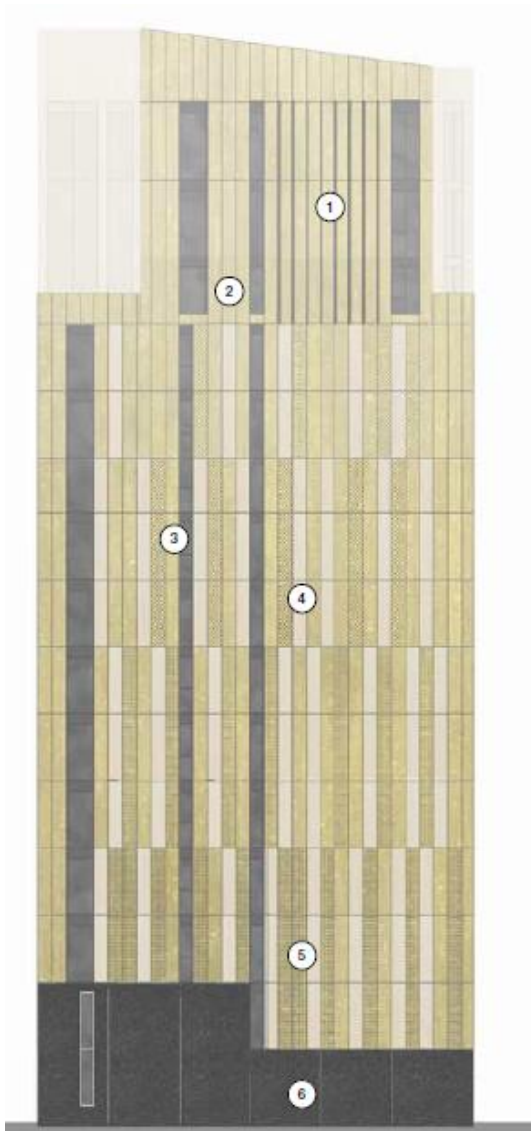
The architectural form and expression contrasts with other tall buildings in the city. The metal panels with variety of complementary tones and finishes would give the building a twisting effect and accentuate its form.



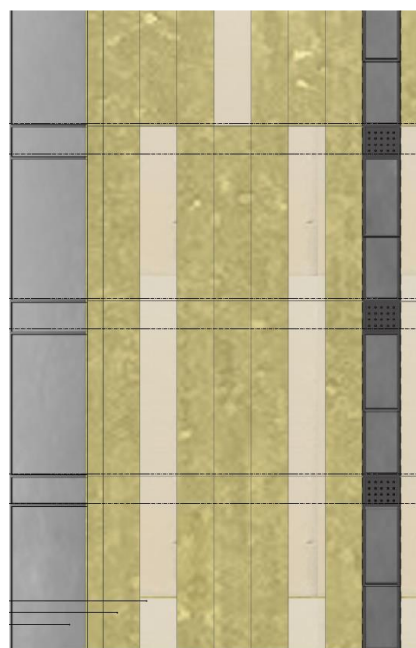
The uppermost floors comprise solid coloured panels. Below this, the panel stacking arrangement has a 2-3 storey order, with an increase in the frequency of the gold on the uppermost floors. The change in design at the upper level is further accentuated by a reduction in the frequency and size of the perforations. Expressed metal fins differentiate the crown from the main body and add depth to the facade and cast shadows across the top of the building throughout the day.

Fins add depth and varying shadow to the ground and first floor elevations as the sun moves around the building. A glazed opening activates the street and provides a clear, human scale entrance. The first floor terrace and glazing would contribute to activity on Store Street and a window for the concierge would add further interest and activity. Large windows would provide light living spaces. Perforated vent panels would cover the ventilation louvres.

It is considered that with the right detailing and quality control mechanisms in place, which can be controlled by a condition, the materials are appropriate and would deliver a high quality design.



1. Exposed metal fins differentiate the crown from the main body of the proposal. These will add depth to the facade, and cast dynamic shadows across the top of the building throughout the day.
2. The uppermost floors are comprised of solid coloured panels, giving an elegant top to the building. It is here that the building's mass is most expressive, so a single gold-coloured cladding won't detract from the purity of the form.
3. 2-3 storey stacked panels allow the shifting look to be read clearly, whilst working with the massing and setbacks to the upper floor terraces.
4. A subtle, one panel wide horizontal shift up the facade gives a gentle but recognisable twist to the building, complementing the dynamism of the form and mass.
5. Perforations decrease in size and density from the lower to the upper floors. This further accentuates the purity of the uppermost floors, whilst reinforcing the twisting effect on the lower floors.
6. A solid base grounds the building, with a dark reconstituted stone finish complementing the metal panels above.



The building layout would animate the street and improve its quality. The design would add to the quality of the locality and enhance legibility.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision):

This development and active frontage onto Store Street would enhance connections from Piccadilly Station to Ancoats and New Islington. Its height would aid navigation and improve this strategic route. Improvements to the pedestrian environment would improve legibility and linkages to adjacent areas. The scheme would provide passive security on Store St and improve safety and help to revitalise the area.

Ground penetrating radar survey investigations have established that it would not be feasible to provide street trees in the pavement outside the proposal.

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 and technical team recognise the high profile nature of the proposal. 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.

Relationship to Transport Infrastructure, cycle parking provision and disabled parking

2 on site parking spaces are proposed with a vehicular turntable these will both be suitable for use by disabled people and EV enabled. There are 17 parking bays on Store Street between the aqueduct and the railway bridge, including two Electric Vehicle charging points outside the site. The applicant has agreed to mark out four existing bays for use by disabled people. The Head of Highways has not raised any concerns about the level of on site parking or provision for disabled parking.

The site is close to all sustainable transport modes 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 bus stops on Piccadilly and Great Ancoats Street and Piccadilly Gardens bus interchange is nearby. The site is adjacent to Piccadilly station.

The nearest Car Club bays are 5 and 7 minutes away. A Car Club Bay would be created on Store 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 54 secure cycle spaces is 100% provision. There would be 3 covered cycle stands at the site for visitors.

Drop off, servicing and loading would be from kerbside on Store Street 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 and no concerns about adverse impacts from any traffic generated by the development.

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 (9.4%).

The energy strategy includes roof top PV's and Air Source Heat Pump hot water provision. Heating would be via all electric panel heaters. The infrastructure would allow the scheme to become zero carbon as the grid decarbonises. Utilising an air source heat pump for the hot water generation is up to 3 times more efficient, when compared with immersion heaters

The following efficiency measures would be included to reduce heat losses and minimise energy demand:

- Passive design to deliver improvements in thermal performance and air tightness (managing uncontrolled ventilation);
- Reduced Standing Losses from Pipes and Cylinders;
- Increased Hot Water Generating Efficiencies;
- Energy Efficient LED Lighting;
- Low Energy Motors in Pumps and Fans;
- Efficient Heat Recovery in relevant systems and,
- Enhanced heating controls

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 would 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;

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 development is being designed with a focus on how the materials may be retained or reused to ensure the maximum benefit from their use is delivered and this will include specifying sustainable forms of construction together with Modern Methods of Construction to reduce waste, this will be detailed further at the next design stage.

The façade design maximises opportunities for offsite fabrication and modulation. A panel system with mechanical fixings would allow panels to be easily removed, undamaged, and reused or recycled at the end of the buildings life cycle. Prefabrication and minimising bespoke panel sizes and shapes reduces wastage and reduces construction time and embodied carbon of the construction process.

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.

CABE/ English Heritage Guidance on Tall Buildings

Effect on the Local Environment/ Amenity

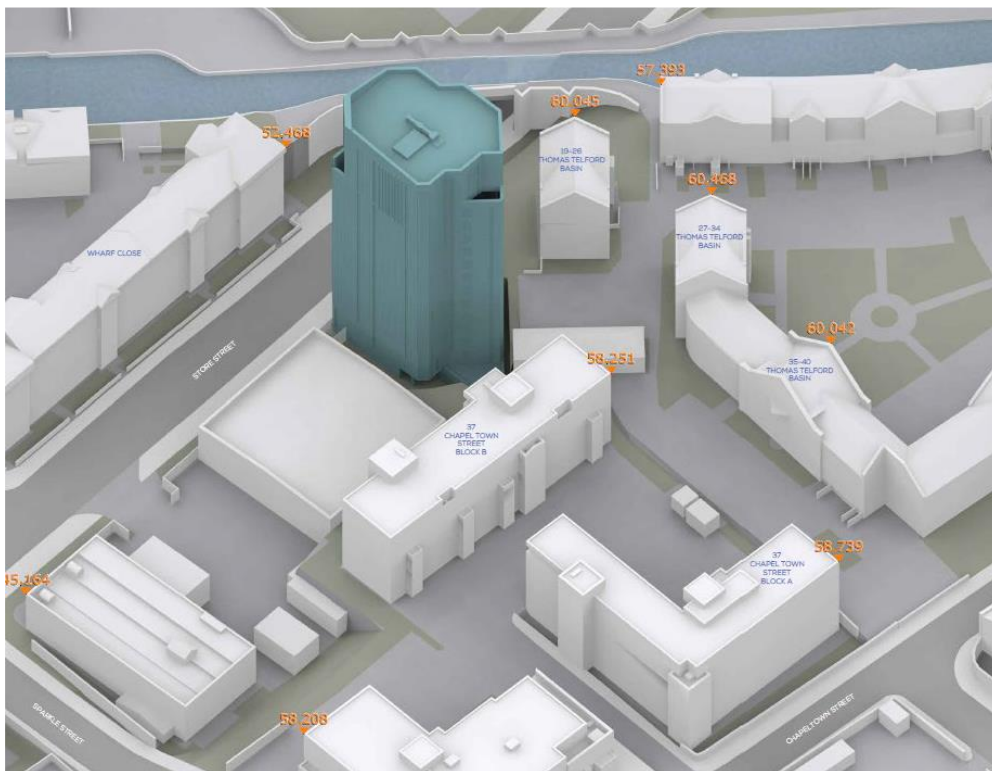
This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner 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.

Properties at Wharf Close, Thomas Telford Basin (19-40) and 37 Chapeltown Street (Blocks A & B) have been identified as affected in terms of daylight and sunlight.



Properties potentially affected by sunlight and daylight

Other residential properties have been scoped out 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 and NSL targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests (as set out in the Guidelines) relevant to a development of this nature are VSC (vertical sky component) and NSL (no sky line).

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. A resident would notice any reduction below this. The NSL test assess daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects 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 and 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 and is common in urban locations.

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 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 Alternative Targets (BRE Target within the Sunlight And Daylight Report submitted with the application). The impacts of the development within this context are set out below.

Baseline

All impacts considered have been assessed against the baseline of a cleared site

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:

Wharf Close - 14/43 (33%) of windows would meet the BRE VSC Alternative target and 38/43 (88%) of the rooms would meet the NSL Alternative target. 2 rooms would achieve levels of 31.3 and 33.3 (both moderate impact) respectively against the 20% alternative target and the remaining 3 would be 22, 22.2 and 22.3% (all minor impact).

Thomas Telford Basin – 51/76 (67%) of windows would meet the BRE VSC Alternative Target and 48/49 (98%) of the rooms would meet with the BRE NSL Alternative target.

37 Chapeltown Street – 46/72 (64%) of windows would meet the BRE VSC Alternative Target and 34/43 (79%) of the rooms would meet with the BRE NSL Alternative target. Performance against the 20% alternative target would be 20.7, 22 (2 rooms) 22.8, 28.1 (all minor impacts) and 35, 35.5, 38.6 and 39 % (all moderate impacts).

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, 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.

A comparison using the previously approved 13 storey massing 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.

Wharf Close - 12/43 (28%) of windows would meet the BRE VSC Alternative Target and 32/43 (74%) of the rooms would meet with the BRE NSL Alternative Target.

36 windows and 33 rooms in Wharf Close would have more daylight with the proposal in place than if the 13-storey consent had been constructed. Two rooms would have more sunlight. All the daylight levels in Wharf Close would be the same or perform better against the BRE Alternative Target figure with the proposal in place than they would be with the 13consented scheme.

Thomas Telford Basin – 65/76 (86%) of windows would meet the BRE VSC Alternative Target and 43/52 (83%) of the rooms would meet with the BRE NSL Alternative Target.

One window and 11 rooms would have more daylight with the proposal in place rather than the 13 consented scheme. Except for four bedroom windows, all the daylight levels in Thomas Telford would be the same or perform better against the BRE Alternative Target with the proposal in place rather than the consented scheme. Whilst there will be impact from both developments, the difference in impact would only be perceptible to four bedroom windows.

37 Chapeltown Street – 49/72 (68%) of windows would meet the BRE VSC Alternative Target and 37/43 (86%) of the rooms would meet with the BRE NSL Alternative Target.

At Chapeltown Street, seven windows and 19 rooms would have more daylight with the proposal in place as opposed the consented scheme. Except for one room on the ground floor, all the daylight levels would be the same, or perform better against the BRE Alternative Target.

Changes to the is massing, footprint and orientation of the scheme mean that notwithstanding the increase in height, the impact of the proposal is very similar to the 13-storey consent and in some cases the overall impact from the proposal would be less.

There would be reductions against the baseline site conditions for some residents within Wharf Close, Thomas Telford Basin and 37 Chapeltown Street. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location.

Sunlight Impacts

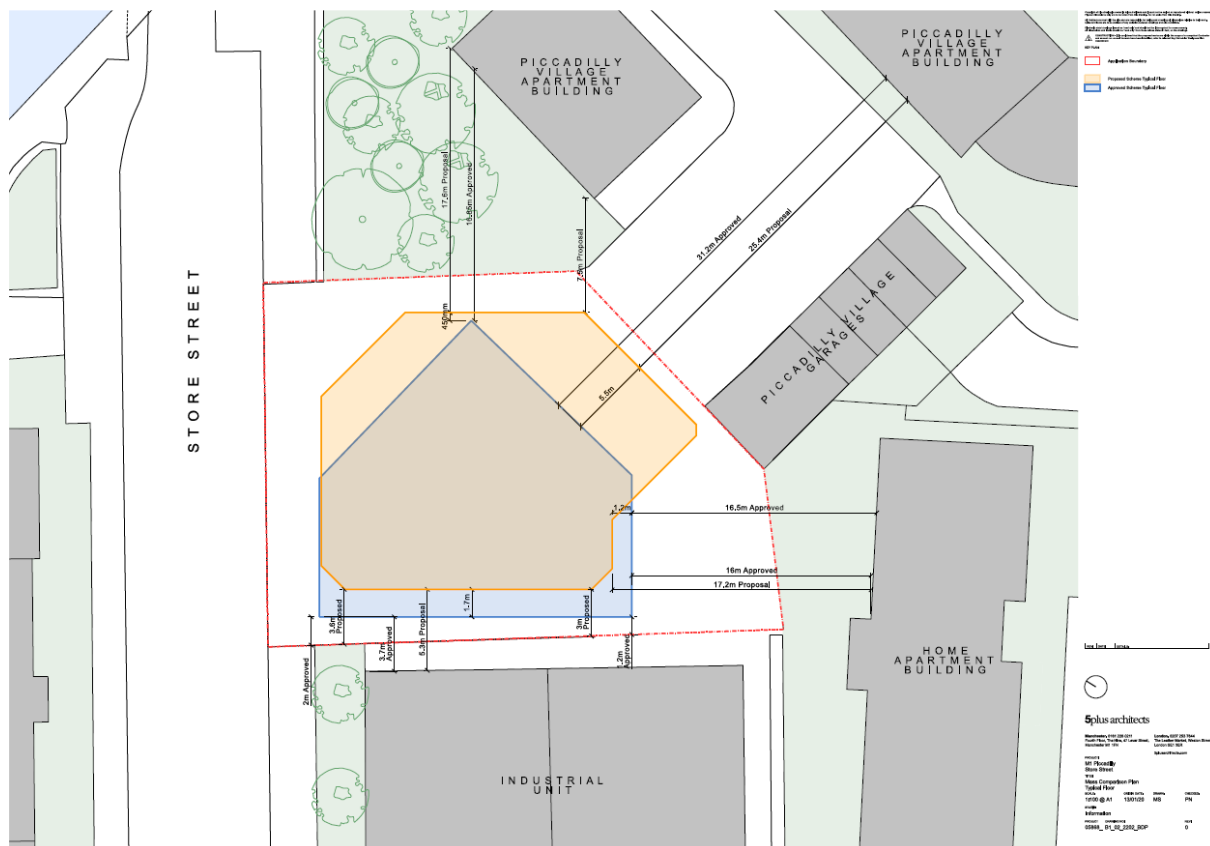
With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, all relevant rooms (Wharf Close, Thomas Telford Basin and 37 Chapeltown Street) would achieve both the 25% annual and 5% winter APSH targets with the proposed development in place. This mirrors the results against the previous 13 storey consent such that there is no additional impact from the revised proposals. This 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 Wharf Close, Thomas Telford Basin and 37 Chapeltown Street are important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. Within that context, the surrounding properties would continue to exhibit good levels of daylight and sunlight with the proposal in place. The following is also important:

- The proposal has sought to reduce the impact on sunlight and daylight through its massing, orientation and building footprint and has maximised separation distances to reduce the perception of impacts on privacy;
- 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.

Privacy and Overlooking



Proposed (orange) and previously approved (grey) building footprint distances

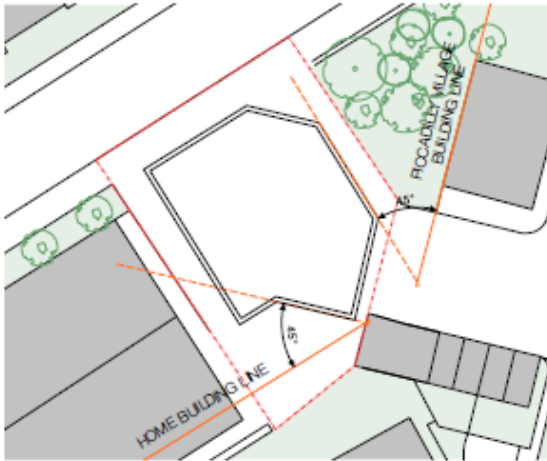


Illustration of angle of vision



Oxygen Millbank Street as illustration of distances

Smaller separation distances between buildings is characteristic of the City Centre. The building would be 16m from the façade of Block A at 37 Chapeltown Street. The previously approved scheme was 1.2m closer. The closest windows at 15.5m have been angled at 45° to mitigate the risk of overlooking habitable rooms. There are no perpendicular windows to the south eastern facade, and the larger window is located approximately 18m and at a 45° angle from the Block.

The nearest habitable room window at the Piccadilly Village apartment building to the north east would be 13.8m from this proposal. The topography of the site and the series of significant trees to the west of the Piccadilly Village building would provide further cover and screening to mitigate the risk of overlooking.

The remaining Piccadilly Village building is 25m away, exceeding the distance between the buildings on Millbank Street.

The proposal has set further back from this boundary to offer greater space to any on the industrial unit site. The previously approved scheme was also around 1.7m closer to the south western site boundary and the adjacent industrial unit.

Solar Glare and Light Reflection from Materials

There are two types of glare: disability glare, which is a safety issue and has been scoped out as not applicable to this development; and discomfort glare, which includes solar reflections impacting adjacent buildings. Discomfort glare does not impair the ability to see. Whilst it can be important where work involves continuous viewing of the outdoor space from a fixed vantage point. This would be typical of the site's urban location and could occur with any redevelopment proposal that includes glazing. It can generally be managed by using blinds or curtains when it occurs. For these reasons, residential uses are classified as having low-sensitivity any impact on residential amenity is not expected to be significant and does not require assessment.

The cladding proposed is anodised which has a matte finish, meaning it is naturally less reflective, than glass, for example.

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 high resolution Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing. This was combined with adjusted meteorological data from Manchester Airport to obtain annual and seasonal frequency and magnitude of wind speeds across the model.

The potential impacts were modelled within a 400m radius of the site (which is the UK industry standard for capturing local features which might be affected by the development). All of the scenarios included in the assessment were 360 deg full rotations, gusts were accounted for using the standard gust-equivalent-mean method, and results were reported for both windiest season (to capture worst case conditions) and summer (when the highest level of pedestrian activity would be expected).

The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to the wind. Trees and soft landscaping have not been included in the model, to ensure that conditions represent a reasonable worst-case scenario. Planning consented schemes within 400m radius of the site were included in the study

Potential impacts would be on people using the pavements adjacent to the development and use of outdoor facilities by residents. All are considered to be highly sensitivity to strong winds, as these can pose a risk to safety.

There would be no exceedances at ground level anywhere in the site of surrounding area or on any of the building terraces. All ground level comfort conditions would be suitable for their intended use. The level 1 north, level 2 and level 13 north terraces would be suitable for occasional use but may require local mitigation measures such as baffles or planting if they are to be used as long term dwell spaces.

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 in an Air Quality Management Area (AQMA) where air quality is known to be poor because 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 premises would have air tight windows and mechanical ventilation.

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 and residents would be exposed to acceptable air quality and the site is deemed suitable for homes.

54 cycle spaces are proposed and an Interim Travel Plan includes measures that promote the use of sustainable transport modes. These measures would contribute to reducing reliance on the private car and limit impacts on air quality.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact of noise on adjacent occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation (acoustic trickle vents or MVHR), 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. Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent homes.

During operational the proposal would not produce significant noise levels or vibration. 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 this. A Construction Management Plan should be a condition 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 standard thermal glazing.

A condition can limit access to the communal terrace at night time and on site staff will be on duty during the day and night to manage the area. Any nuisance created on the private terraces cannot be policed by the planning system.

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 television and radio broadcast services. The proposal may cause minor short-term interference to digital satellite television reception in localised areas, but mitigation would quickly restore the reception of affected television services, leaving no long-term adverse effects.

The location of the site is such that it is 'high speed' ready with the infrastructure is in place for the development to be connected into robust and future proof broadband.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, the proposal would meet the requirements of the CABE and EH guidance and the core strategy policy on Tall Buildings. .

Archaeological issues - GMAAS believe that there could be below ground remains. They recommend targeted archaeological excavation, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. The investigations could be secured through a condition.

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) - An Ecology Report concludes that none of the habitats at the site are of significant interest in terms of their plant species. Self-seeded trees have previously been removed and had no statutory protection. One tree remains to the south of the site.

As stems and branches had been left on site experienced surveyors were able to provide a reasonable assessment of the habitats present prior to the recent felling from their vegetative characteristics. None of the habitats present, or were present, are representative of semi-natural habitat. The trees and scrub would have been of 'local' value in terms of their geographical context, as they would have provided structural diversity and habitat for nesting birds. The site does not support Priority Habitat, or that the trees and scrub present prior to the felling operations would have been representative of a Priority Habitat.

No statutory or non-statutory protected sites lie on the site or immediately adjacent to its boundary. The site is 20 metres to the south-west of Ashton Canal Site of Biological Importance (SBI), designated for its importance as a wildlife corridor and for its important accessible natural greenspace in an otherwise urban landscape. Canals are a Greater Manchester Biodiversity Habitat. Rochdale Canal: Stott's Lane to Ducie Street Basin SBI is located 180 metres to the north and is designated for its artificial manmade habitats and the aquatic plant species it supports.

A Phase 1 Habitat Survey provides an overview of the habitats and assesses any potential protected species issues. It considers the site is sufficiently small and distant from all statutory designated nature conservation sites that the proposal would not impact upon them. No features suitable for use by roosting bats was detected at the tree within the site and the presence of roosting bats can be reasonably discounted.

The height of the proposal could create impacts from increased artificial lighting on the Ashton Canal (West) SBI, which could create negative effects on its suitability as a wildlife corridor and for foraging and commuting bats. A lighting scheme to mitigate against any potential detrimental impact is recommended and could be secured through a condition.

An assessment of the potential of the proposal to cause additional shading on the Ashton Canal SBI and create negative effects on aquatic plant species concludes that such impacts can be reasonably discounted.

Green roofs have been specified which would increase biodiversity and the applicants have committed to maximising the extent of these during detailed design. There are recommendations in the Ecology Report regarding enhancements that could be included to improve biodiversity and the applicants have confirmed that this would include House sparrow nesting terraces around the external car park area and on the roof, two Black Redstart boxes with potential to include a foraging habitat on a flat roof area (subject to structural capacity), a bee hive on the roof, or on the lower level green roof / boundary landscaped area to attract solitary bees and other pollinating invertebrates. The planting schemes for the green roof and accessible terrace areas would consider species known to attract pollinators such as bumblebees and butterflies. The final details can be secured through a condition.

Waste, Recycling and Servicing - The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments. The collection strategy would be part of the Resident Management Strategy which would be a planning condition. Waste would be sorted into containers in the homes which residents take to the ground floor storage area and would be collected weekly by MCC.

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 30m to the north east.

The use is appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. The site is undeveloped and considered to be a greenfield site for drainage design. 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.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles.

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. It is likely that there is a significant thickness of Made Ground from 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 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 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. 6 (11%) of the 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.

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 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.

Green roofs have been specified, providing reduced rainwater runoff and urban cooling, as well as increased biodiversity. The external amenity spaces and other measures detailed above should improve biodiversity and enhance wildlife habitats that could link to established wildlife. 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 9% improvement over Part L 2013. The development would achieve 9.4%

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 and the development would be highly accessible by sustainable transport. There would storage capacity for 57 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 communal areas;
- help to reduce crime through passive surveillance from the active ground floor uses and the overlooking from homes;
- improve legibility along Store Street providing stronger visual 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 not raised any concerns but has made a number of comments. 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 instance are matters that should be addressed through building control and are not land use planning issues. 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 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 from the street scene.

Objectors Comments

These are largely addressed in the main body of the Report above however the following points should also be noted:

- The 20% affordable housing at the Clarion and Canal and Rivers Trust site used grant funding from Homes England.
- The visualisations have been prepared to the recognised standard and provide an accurate representation of the proposals.
- The TVA includes two views on Store Street relatively near to Wharf Close; one to the east (View 1) and one to the west (View 2). View 4 on Ducie Street is close to Wharf Close. Views 2 and 4 show the scale of the proposal in comparison to Wharf Close and can be used in addition to the submitted drawings to understand the scale relationship with surrounding residential buildings of the Wharf Close and Piccadilly Village developments.
- There is no right to a view and loss of views are not protected by planning policy or guidance. It is not uncommon for adverse effects on views and visual amenity as a result of new development. Residential Visual Amenity is one component of 'Residential Amenity and are typically used in relation to wind energy proposals given the height and size of modern wind turbines. RVAAs of tall buildings in built up city centre environments are uncommon and would only be needed if the proposed development effected the outlook / visual amenity of a residential property to such a degree that it crossed a visual amenity threshold, to the extent that it may not be in the public interest to permit such conditions to occur.
- High density development within the City Centre is supported by policies within the Core Strategy.

- The proximity of the development ranges from 7.5m to 17.6m and it is only one corner (4 windows) of Thomas Telford Basin at a 7.5 m distance. These distances are not unusual in the City Centre and there would be no direct overlooking and in the case of the adjacent Thomas Telford Basin block there are trees between the site and the development site.
- The BRE assessment provides a useful starting point to assess daylight and sunlight impacts, the dense character of the City Centre generally means that most new residential development would not meet the BRE targets. Manchester has an identified housing need and the city centre is the most appropriate location for new development. It is necessary to take a balanced view on sunlight/daylight impacts and standard target values are not normally adopted in a city centre. If they were applied rigidly, little development would take place in city centres. Therefore, the BRE Guide suggests alternative target values, for use in city centres.
- The sunlight and daylight report has measured the impacts of a cleared site against the proposal. In line with the BRE Guidelines these impacts have been compared against the previously approved scheme to establish if the impacts from this scheme would result in greater or less impact as detailed above.
- Rights of light are a private matter.
- Highways consider that the proposal would not generate a significant increase in vehicular trips. Independent road safety audit raise no concerns regarding the loading bay/cycleway conflict issue raised by TfGM.
- The Statement of Community Involvement reflects guidance in the Council's Statement of Community Involvement (2018) and guidance set out within the NPPF. A range of communication methods were used to provide information and ensure that people had the opportunity to provide their feedback. Piccadilly ward members were contacted and a letter distributed to 758 nearby commercial and residential properties. A website provided information. The Statement of Community involvement includes a section responding to all comments raised during the Consultation and where feasible / appropriate how the scheme has evolved to respond to those comments.

Comments in Response to Objection from Adjacent Landowner

The applicant has engaged the adjacent owners on a number of occasions. This proposal appears to be more advanced than those at the adjacent site. It is not considered that this proposal would prejudice development coming forward on the adjacent site. This proposal incorporates a 3m set back to provide separation.

The proposal is set back 3 as opposed to 1.2 m in the consented scheme. The windows are generally narrow/'slot' windows to second bedrooms and therefore less significant in relation to sunlight/ daylight levels. Main living room windows have largely been avoided on the south-west elevation so that the adjacent site would not be unduly impacted. There is only one window on level 12 which serves living space

on this elevation, but there are three other windows to the same space to the Store Street elevation.

The previously consented scheme had some larger windows to bedrooms and living space to each floor on this elevation. This proposal would create better separation and less and smaller windows.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an initial contribution and 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

Significant concerns have been raised by the local community about this development but those concerns have been fully addressed in this Report.

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. It would establish a sense of place, would be visually attractive, optimising the use of the site and would meet with the requirements of paragraph 130 of the NPPF

The 54 apartments would contribute positively to housing supply in the City and population growth in the area. One, two and bedroom homes would be created with ancillary amenity spaces. The development would make a positive addition to the city skyline delivering a form of development which would improve legibility and wayfinding along a key pedestrian route into the City Centre.

The removal of this long standing vacant site would be beneficial. The building would be of a high standard of sustainability and would be energy efficient and operate on an all-electric system offering the most suitable long terms solution to energy supply and carbon reductions. There would be a contribution to offsite affordable housing and a review of the viability at a later stage. Careful consideration has been given to the impact of the development on the local area (including residential properties) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, solar glare, 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 adjacent listed buildings and structures with the level of harm being considered less than substantial and significantly outweighed by the substantial public benefits. 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 preserving or enhancing the character of the adjacent conservation area as required by virtue of the Listed Buildings Act, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 189, 197, 199, 200 and 202 of the NPPF and that the harm is outweighed by the benefits of the development.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation Minded to Approve subject to the signing of a section 106 agreement in relation to an initial off site affordable housing contribution, with a future review of the affordable housing position

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.

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 MP-00-0000, MP-00-0001, MP-00-2200 and MP-00-2201;

(b) Dwgs 05868 B102 2200 Rev J Proposed General Arrangement Plans - Ground Floor, 05868 B1 022201 Rev G Proposed General Arrangement Plans - First Floor, 05868 B1 02 2202 Rev F Proposed General Arrangement Plans - 2nd Floor, 05868 B1 02 2203 Rev 0 Proposed General Arrangement Plans - 3rd-13th Floor, 05868 B1 02 2214 Rev A Proposed General Arrangement Plans 14th, 15th & Roof 05868 B1 04 2201 Rev E Proposed Elevation - Elevation AA, 05868 B1 04 2202 Rev D Proposed Elevation - Elevation BB, 05868 B1 04 2203 Rev C Proposed Elevation - Elevation CC, 05868 B1 04 2204 Rev C Proposed Elevation - Elevation DD, 05868 B1 04 2205 Rev D Proposed Elevation - Elevation EE, 05868 B1 05 2201 Rev C Proposed Section - Section AA, 05868 B1 05 2202 Rev A Proposed Section - Section BB, 05868 B1 05 2203 Rev A Proposed Section - Section CC, 05868 MP 00 4201 Rev A Ground Floor Bay Study, 05868 MP 00 4202 Rev A Typical Floor Bay Study, 05868 MP 00 4203 Rev A Upper Floors Bay Study, 05868 MP 05 1001 Rev 0 Contextual Elevations Elevations AA and BB
G21208 - Utility Survey Utility Survey of Land, M00280 L200 Rev B Landscape Masterplan, M00280 L201 Rev B Levels Plan of site
M00280 L300 Rev B Planting Plan and 05868 B1 02 2202 OVLK Overlooking Distances Plan Typical Plan

(c) Sections 3.6 and 6.1 of the Design and Access Statement stamped as received on 17-05-22;

(d)Waste Storage and Management (Residential and Commercial) as set out in Waste Management Strategy M1 stamped as received on 19-01-22 as amended by Zerum's e-mail 04-05-22

(e) Recommendations in sections 3,4,5 and 6 of the Crime Impact Statement VERSION A: 30th June 2021 stamped as received on 23-12-22;

(f) Archaeological Desk Based Assessment of land at Store Street,Manchester, ARS Ltd Report 2021/50, March 2021 (Updated December 2021) stamped as received on 23-12-22;

(g) Inclusions of measures and targets set out M1 Piccadilly, Manchester Environmental Standards, and Circular Economy Statement PWM-FUT-ZZ-XX-RP-0003 by Futureserve dated 08/11/21 stamped as received on 23-12-22;

(h) Broadband Connectivity Assessment M1 Piccadilly by GTech stamped as received on 23-12-21;

(i) M1 Piccadilly Fire Statement Piccadilly Wharf by BB7 dated 19-10-22 as amended by Zerum's e-mail 04-05-22 and Dwg 05868 B1 02 2201 G First Floor GA;

(j) Air Quality Assessment, M1 Piccadilly, Manchester, Dated 16th June 2021 stamped as received on 23-12-21;

- (k) Drainage Strategy Assessment by The Alan Johnston Partnership LLP Ref: PWM-AJP-ZZ-XX-RP-C-3010 15-06-22 stamped as received on 23-12-21;
- (l) Television and Radio Reception Impact Assessment, M1 Piccadilly by GTech Surveys Ltd 15-06-21 stamped as received on 23-12-21;
- (m) Land at Piccadilly Wharf, Store Street, Manchester M1 2WA, ECOLOGICAL SURVEY AND ASSESSMENT, December 2021 [ERAP (Consultant Ecologists) Ltd ref: 2021-033] stamped as received on 23-12-21;
- (n) Piccadilly Wharf, Manchester, Transport Statement and Travel Plan 210617/SK22109/TS01(-01) by SK stamped as received on 23-12-21;
- (o) Daylight & Sunlight, IMPACT ON NEIGHBOURING, PROPERTIES, Piccadilly Wharf, Manchester by GIA 19-01-22 stamped as received on 19-01-22;
- (p) PICCADILLY WHARF, MANCHESTER, UPDATED PHASE 1:PRELIMINARY RISK ASSESSMENT June 2021 by LKK Group stamped as received on 23-12-21;
- (q) M1 Piccadilly, Townscape and Visual Appraisal and TVIA Viewpoints Store Street, Piccadilly, Manchester by open stamped as received on 23-12-21;
- (r) M1 Piccadilly, Manchester, Environmental Standards and Circular Economy Statement PWM-FUT-ZZ-XX-RP-0003 and M1 Piccadilly, Manchester Energy Statement PWM-FUT-ZZ-XX-RP-0001 by Futureserv stamped as received on 23-12-21;
- (s) M1 Piccadilly, Store Street, Manchester, Noise Assessment, For Piccadilly Wharf Ltd by Hydrock dated 11-06-21 stamped as received on 23-12-21
- (t) Heritage Statement, M1 Piccadilly, Store Street, Manchester - December 2021 stamped as received on 23-12-21;
- (w) WIND MICROCLIMATE, ASSESSMENT REPORT, Piccadilly Wharf, Manchester by GIA dated December 2021 and stamped as received on 23-12-21;
- (x) M1 Piccadilly, Manchester Ventilation Statement PWM-FUT-ZZ-XX-RP-0002;
- (y) Installation of ELV points in accordance with by Zerum's e-mail 04-05-22 ;
- (z) Accessibility and Inclusion Statement by 5Plus, received on 18-05-22;
- (aa) Zerum's e-mail 19-05-22 in relation to on site security; and
- (bb) Zerum's e-mail 22-06-22 in relation to disabled parking spaces on Store Street. 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) Before the Enabling Works Package set out within Enabling Works Strategy stamped as received on 20-05-22 commences final details of the extent and nature of the enabling works (Enabling Works Package) along with the following details:

*A surveyed record of the existing site condition;

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Routing strategy and swept path analysis;

*Parking of construction vehicles and staff;

*Sheeting over of construction vehicles;

- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;

shall be submitted to and approved in writing by the City Council as Local Planning Authority

The enabling works shall be carried out in accordance with the approved Enabling Works Package .

For the avoidance of the doubt the Enabling Works Package would not constitute commencement of development.

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).

5) Before the Enabling Works detailed within condition 4 commence, details of how the current site will be reinstated to its current condition (including scaled plans) should the development hereby approved not commence within the timescales set out within condition 1 shall be submitted and approved in writing by the City Council as Local Planning Authority

Should the development not proceed within the timescales set out in condition 1 and following the commencement of the Enabling Works, the site shall be reinstated in accordance with the approved details within 18 months of the commencement of the Enabling Works.

Reason: In the interests of the amenity of the area, pursuant to policies SP1 and DM1 of the Core Strategy and Guide to Development 2 (SPG)

6) a) Notwithstanding the PICCADILLY WHARF, MANCHESTER, UPDATED PHASE 1:PRELIMINARY RISK ASSESSMENT June 2021 by LKK Group, 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:

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before

the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

7) 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

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;

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).

8) Prior to the commencement of development a programme for submission of final details of the following 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 hours during which the terrace at 1st floor level will be open to residents and the mechanisms which would prevent use outside of those hours;
- (b) Details of (a) all hard (to include use of natural stone or other high quality materials) around the site perimeter (excluding Store Street pavements)
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the details species within the shared

terrace areas, bee hotels and opportunities for bird nesting (including House Sparrows and Black Redstarts);

(d) Final details of the green roofs (1st floor parking roof and main roof level) including details of planting species to be included and details of on going maintenance;

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.

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.

9) Notwithstanding the details as set out within condition 2 no development shall take place until surface water drainage works have been submitted to and approved in writing by the Local Planning Authority in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

In order to discharge the above drainage condition the following additional information has to be provided:

*Consideration of alternative green SuDS solution (that is either 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;

*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.

*Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed

depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

*Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

10) 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.

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

1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:
 - i - an archaeological watching brief undertaken during site investigations (where intrusions will aid understanding of depths of made-ground and horizons of archaeological survival/truncation)

- ii - (informed by (i) and in consultation with GMAAS) archaeological evaluation trenching (subject of a new WSI)
 - iii - (informed by (ii) and in consultation with GMAAS) more detailed excavation (subject of an addendum to the evaluation WSI)
2. A programme for post investigation assessment to include:
 - i - analysis of the site investigations records and finds
 - ii - production of a final report on the investigation results.
 3. Deposition of the final report(s) with the Greater Manchester Historic Environment Record.
 4. Dissemination of the results commensurate with their significance.
 5. Provision for archive deposition of the report and records of the site investigation.
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, Paragraph 205 - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and

12) 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.

13) Prior to occupation of the residential accommodation 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.

14) Notwithstanding the recommendations within the M1 Piccadilly, Store Street, Manchester, Noise Assessment, For Piccadilly Wharf Ltd by Hydrock dated 11-06-21 and stamped as received on 31-1-21 before any above ground construction commences 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 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.

15) Notwithstanding the Television and Radio Reception Impact Assessment, M1 Piccadilly prepared by GTech Surveys Ltd 15-06-21 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

16) 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).

17) 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

18) 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.

19) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

(a) 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.; and

(b) How access to the communal terraces would be managed during the evening /night

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.

20) The development hereby approved shall be carried out in accordance with the Piccadilly Wharf, Manchester, Transport Statement and Travel Plan 210617/SK22109/TS01(-01) by SK

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.

21) 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.

22) 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.

23) 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.

24) 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.

25) The development hereby approved shall include for full disabled access to be provided to all publicly 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

26) The window(s) at ground level, fronting onto Store 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.

27) If any external lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

28) Notwithstanding the details contained within condition 2 above prior to the 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 Car Club Bay location;
- (d) Details of marking out of 4 parking spaces within the highway on Store Street for disabled users;
- (b) Removal / relocation of existing parking bays;
- (c) 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

(d) 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.

29) The development shall be carried out in accordance with the Crime Impact Statement VERSION A: 30th June 2021

The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

30) 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.

31) 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).

32) Prior to the first occupation of the residential element, the 54 cycle parking places proposed at ground floor and the 3 visitor parking as detailed within section 3.1 of the Design and Access Statement by 5plus shall be provided and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycle 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).

33) In 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 M1 Piccadilly Fire Statement Piccadilly Wharf by BB7 dated 19-10-22 as amended by Zerum's e-mail 04-05-22 and Dwg 05868 B1 02 2201 G First Floor GA and response within Zerum's e-mail dated 04 05 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.

34) Before development commences final details of the wind mitigation to the level 1 north, level 2 and level 13 north terraces as shown in dwg and confirmation from a suitably qualified Wind Consultant 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 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).

35) The development hereby approved shall be carried out in accordance with the targets within the Inclusions of measures and targets set out M1 Piccadilly, Manchester Environmental Standards, and Circular Economy Statement PWM-FUT-ZZ-XX-RP-0003 by Futureserve dated 08/11/21 stamped as received on 23-12-22 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.

36) 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.

37) Waste Storage and Management shall be implemented in accordance with the following: Waste Storage and Management (Residential and Commercial) as set out in Waste Management Strategy M1 stamped as received on 19-01-22 as amended by Zerum's e-mail 04-05-22

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.

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

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

Reason

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

Informatives

1) 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. Commuted sums are required for any non-standard materials (and street trees) used on the adopted highway.

2) the applicant to review the Western Leg Hybrid Bill to ensure that they are aware of the proposed HS2 works in that location (see here <https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Ftransport%2Fhs2-phase-2b&data=04%7C01%7Cplanning%40manchester.gov.uk%7C567959178a5d4b8e536308d9e57bb2b7%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C637793141706594276%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCI6Mn0%3D%7C3000&sdata=yNgxw80XYcof%2FizZCX0cXsnxh1cVVkzhp7pybjdd5s%3D&reserved=0>)

3) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm
 Saturday: 8.30am - 2pm
 Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour. Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

4) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially affect your permission.

5) No works to trees or shrubs 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 that no active bird nests are present which has been agreed in writing by the LPA.

6) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

7) For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

8) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

9) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

10) Nesting birds: No works to trees or shrubs shall occur between the 1st March and 31 st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out

11) INNS Management: It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as wall cotoneaster are included within this schedule. If any wall cotoneaster will be transported off site as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence .

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 132626/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

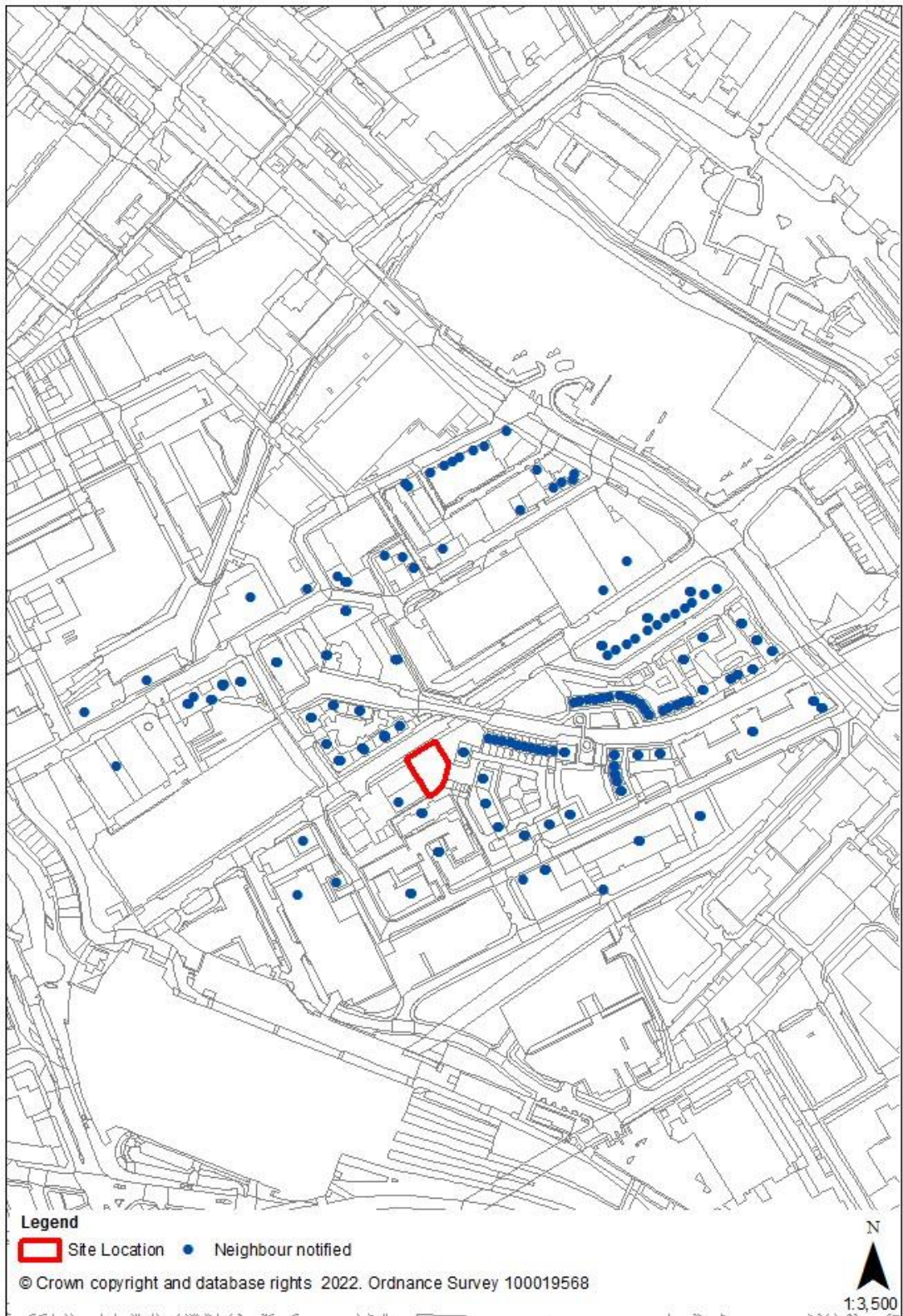
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Renegeration
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
High Speed Two (HS2) Limited
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
GM Fire Rescue Service
Piccadilly Village Residents Association
Greater Manchester Archaeological Advisory Service

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
131795/FO/2021	8 Nov 2021	30 June 2022	Piccadilly Ward

Proposal Creation of a bar/music venue (Sui Generis) together with associated elevational alterations following subdivision of existing commercial unit into two units

Location Ground and basement of 60A Oldham Street, Manchester, M4 1LE

Applicant Mr Aljanabi, SA Property Services Ltd, 60A Oldham Street, Manchester, M4 1LE

Agent Rebecca Thompson, 23 Whitehall Road, Didsbury, M20 6RY

EXECUTIVE SUMMARY

Key Issues

Principle of the proposal The unit is in the Northern Quarter, a mixed neighbourhood with commercial, leisure and residential uses. The proposal is acceptable in this location subject to there being no unacceptable impacts on residential amenity. A total of 7 objections have been received.

Economic The proposal would be create jobs and support the evening economy and occupy a vacant unit.

Social The proposal would enliven the street scene and provide natural surveillance.

Environmental The appearance of a building in the Stevenson Square Conservation Area would be improved.

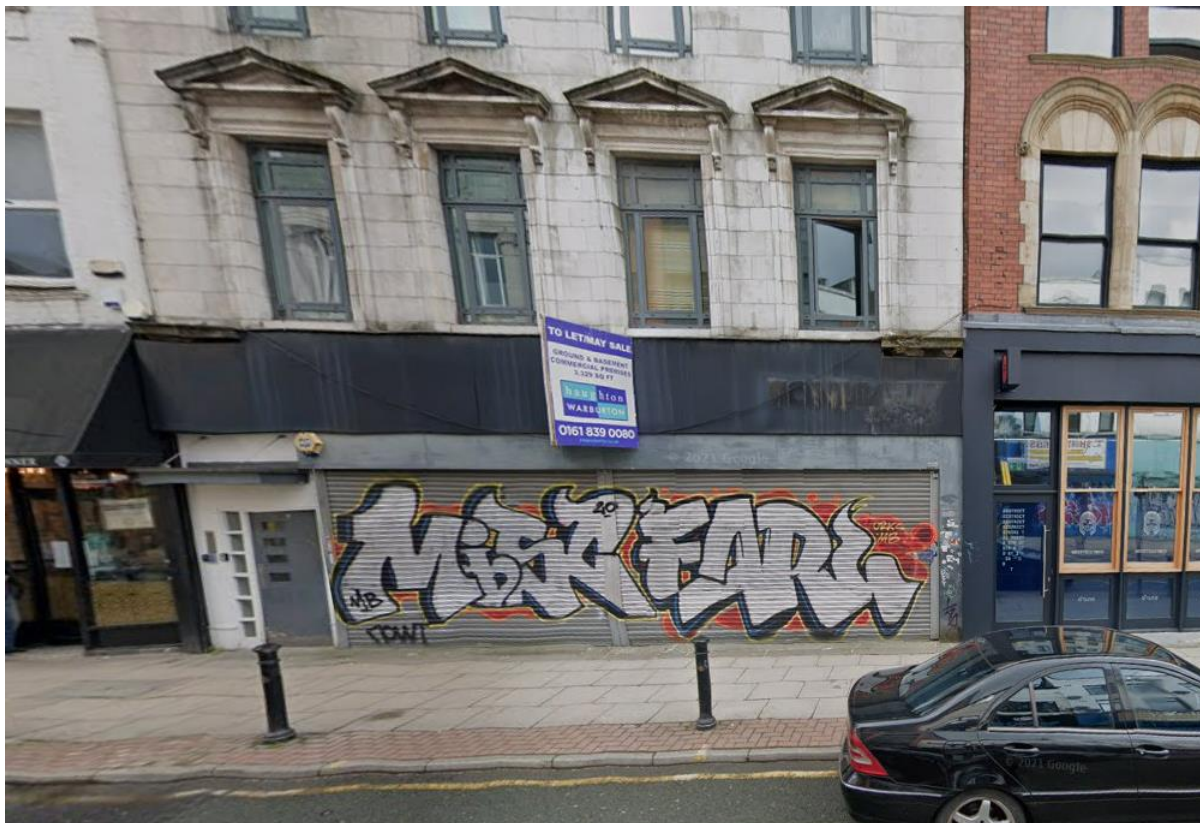
Impact on the historic environment The occupancy of the unit and the new shop front would provide an active frontage in the Conservation Area improving its appearance in accordance with the provisions of Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The effects on residents has been considered and subject to the proposed noise mitigation measures, the proposal would not give rise to any unduly harmful impacts that would warrant refusal.

A full report is attached below for Members consideration.

Description

No. 60A Oldham Street is a two-storey building in the Northern Quarter. The ground floor and basement was formerly a hairdressers (Use Class E). A roller shutter secures the shopfront. There are apartments on the upper floors of the building.



Application property at the ground floor of no. 60A Oldham Street

The ground floor uses in the area are predominately retail and café/restaurants (Use Class E) together with late night bars (Sui Generis). The site is in the Stevenson Square conservation area and adjacent to the Smithfield conservation area.

The Proposal

Planning permission is sought to use part of the ground floor and basement as a bar/music venue. The remaining part would be retained in Use Class E. Elevational alterations include creating a new access to the Class E unit. The existing double ground floor entrance door would be retained to the bar/venue. The existing roller shutter to the ground floor window is to be removed as part of the development.

Planning permission is not required for the subdivision of the existing commercial Class E unit. This report considers the appropriateness of the bar and music venue use only together with the elevational alterations.

The proposed opening hours for the bar and live music venue are Thursday-Saturday 17:00-02:30.

Waste, including recycling and glass, would be segregated and stored internally until collection day when it would be placed on the roadside. There would be no bottle emptying outside of the hours 22:00-09:00. There would be two deliveries weekly and servicing times would be limited to 09.00-15.00hrs.

Consultations

A Site Notice was displayed close to the site as the proposal affects a Conservation Area. The proposal was advertised in the local press. Two rounds of neighbour notification resulted in 7 objections as follows:

- The application would subdivide the existing unit but the proposal only appears to cover the live music venue. The waste and plant noise generated by the other unit appears to have been omitted;
- The waste strategy states that keeping the residential waste separate from the commercial waste is not applicable. It would appear that the commercial bins for the class E unit are in the same area as the residential bins. The main noise levels measured in the plant area have been created by the splitting of this development;
- There are issues and inconsistencies within the acoustic report;
- Concerns that the baseline within the music venue would create issues for residents;
- Oldham Street is a residential street and the proposal would impact on residents' mental health;
- Any more bars or music venues in the area should be restricted to those buildings with no residential uses;
- The crime impact statement states that the bar will serve food. There are no details of where this will be produced on the plans, what plant is proposed, what the impact would be on local residents from food smells and noise from the ventilation plant, or what impact this would have on fire safety or residential amenity;
- The view of the toilets from the bar is obstructed at both floors, this does not comply with the crime impact assessment;
- There is no confirmation that the stores are provided with access control as recommended;
- The crime impact statement does not cover the basement fire escape, in particular the basement toilets which appear to have unmonitored access to the fire escape, which again would grant access to the residential building, bypassing their own security arrangements;
- Consideration has been made for the apartments on the first floor of No.60, however, no consideration has been made for neighbours living opposite;

-It is noted that noise levels have been considered but the baseline would transfers across Oldham Street. This has not been recognised in the noise assessment;
 -The application should be rejected to protect the mental wellbeing of those who live adjacent to or opposite No.60A.

-The building work has taken place before the change of use was applied for, and it has been opening as a bar/club since late 2021 without planning permission being granted.

-the bar/club has been playing very loud music on the ground floor but only background music is supposed to be played.

-Noise transmitted to the upper floors is unacceptable and causes disturbance to sleep;

-There are plenty of other premises in the surrounding area which do not have residential properties above. These would be more appropriate for a bar use;

-The statement in section 3.2 of the noise assessment is not correct. The measurement was taken in the lobby between apartments which is the most remote location from the brick walls which are the main cause of the acoustic transmission between the venue and the apartments;

-No measurements have been taken in any apartments, so the report does not reflect the true sound transmission to the apartment bedrooms which are the most sensitive areas;

-When the operator has had "events" over the past 6 months, the noise levels have been totally unacceptable;

-The noise insulation provided in the premises is completely inadequate. The premises should be fully acoustically isolated from the structure around it and the acoustic report should provide details of how this is to be provided.

-The proposed floor plans show no cognisance of the recommended insulation using plasterboard and insulation on the masonry walls, primarily along the south wall of the basement venue. Leaving the largest wall of the venue as exposed brick is unacceptable in both the noise assessment and in practice.

Environmental Health no objections subject to conditions in relation to waste management, opening hours and a condition to ensure implementation of an acoustic insulation of the premises and a submission of a verification report to confirm development conforms to the requirements.

Highways no objections and recommendation of conditions in relation to cycle storage and limiting servicing hours.

Greater Manchester Police no comments.

Policy

The Development Plan 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. 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. Those which are of particular relevance to the proposal are as follows:

Manchester Core Strategy (2012)

Policy SP 1 (Spatial Principles) - The location is highly sustainable and the proposal would deliver development in the City Centre. It would enhance the built environment, create character, re-use a building and reduce the need to travel.

Policy EN1 (Design Principles and Strategic Character Areas) – The proposals would maintain the rich pattern of development and introduce an active street frontage improving natural surveillance and safety.

Policy EN3 (Heritage) - The proposal would improve the condition of the building within Stevenson Square Conservation Area. The impact on the conservation area is considered in detail in this report.

Policy EN19 Waste - Conditions would ensure that the proposal is consistent with MCC waste strategy requirements.

Policy T1 (Sustainable Transport) – This highly sustainable location would increase the use of sustainable transport modes such as walking and cycling.

Policy T2 Accessible Areas of Opportunity and Need - The proposal would create employment opportunities that are accessible by a range of transport modes.

Policy DM 1 (Development Management) - Outlines a range of general issues that all development should have regard. Waste Management and Acoustic reports assess the impact on the local environment, recommend mitigation measures and conclude that the proposals would not have an adverse impact on the amenity of surrounding residents, provided appropriate mitigation is in place.

Policy CC4 – (Visitors – Tourism, Culture and Leisure) The City Centre is the focus for culture and leisure in the city region. Proposals that would improve the appearance, use and accessibility of all cultural and visitor attractions and associated facilities will be supported, as well as developments which improve facilities for visitors and residents of Manchester. The proposal would bring a vacant unit into use and increase the Northern Quarter leisure offer.

Policy CC5 (Transport) – The site is accessible by public transport and sustainable modes of travel.

Policy EN8 (Adaptation to Climate Change) - This is in a highly sustainable location. The site is in flood risk zone 1 with a low risk of flooding

Unitary Development Plan for the City of Manchester (1995)

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. Saved UDP policies that are material considerations in this application are:

Saved policies DC10 (Food and Drink) and DC26 (Noise) of the UDP.

Policy DC10 relates to food and drink uses DC10.1 In determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

- a. the general location of the proposed development, including any reference to the area in other policies in the Plan;
- b. the effect on the amenity of neighbouring residents;
- c. the availability of safe and convenient arrangements for car parking and servicing;
- d. ease of access for all, including disabled people; and
- e. the storage and collection of refuse and litter.

DC10.2 The Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices. The application site is within the City Centre.

DC10.4 Where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, the storage of refuse and the collection of litter. The application would be subject to a number of conditions to protect the amenity of residents both above the unit and nearby.

Policy DC26 relates to development and noise Policy DC26.1 - Relates to the proposals contribution to the local noise environment and the impact of existing noise sources on the development has been assessed, particularly in relation to the proposed residential units.

Policy DC26.4 - Requires that where an existing noise source might result in an adverse impact on a proposal, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. An acoustic report has been submitted alongside the application that recommends measures to reduce noise transfer.

The policy states that on the edge of centres and in close proximity to residential units, careful consideration should be given ensuring the lives of people in the local

area are not negatively affected by amenity issues. This is discussed in more detail below.

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.

National Planning Policy Framework (2021)

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 an environmental objective (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: "The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. 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 proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below:

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth and create jobs and prosperity through construction/fit out and through the operation of the use.

Section 7 (Ensuring the Vitality of Town Centres) - The overall proposal would maximise the use of the building and increase the City Centre Food and Drink offer.

Section 9 (Promoting Sustainable Transport) – This site is in a sustainable location close to railway stations, Metrolink and bus routes. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 16 (Conserving and Enhancing the Historic Environment) - The site is within the Stevenson Square Conservation Area and adjacent to the Smithfield Conservation Area. The application building is considered to be a non-designated heritage asset however the ground floor shopfront has been heavily modified. The proposal would reactivate the unit to provide an active interface with the Conservation Area.

Other Legislative Requirements

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

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

Principle of Development

The is in the Northern Quarter area where restaurants and bars are considered to be acceptable in principle where they support its vitality and vibrancy and help to create a sense of place.

This unit is in a parade of similar uses. Planning permission was recently granted to use the ground floor of 64 Oldham Street as a restaurant bar (128948/FO/2020). The operating hours of premises are 1700-0330 daily.

The evening economy is an integral part of the vitality and viability of the Northern Quarter which is known for its restaurants and bars alongside day time uses.

The proposal would repurpose a vacant premises as a bar/music venue which would support the evening economy of the Northern Quarter and would be consistent with the aspirations of policies SP1 and C10 of the Core Strategy.

This remainder of this report considers the appropriateness of the elevational alternations on visual amenity including the conservation area together with any impacts on residential amenity as a result of noise and disturbance from the premises. Consideration is also given to servicing, access and waste management arrangements.

Visual Amenity

The building is not listed but is in the Stevenson Square Conservation area. The upper floors retain some historic and architectural interest, but the ground floor shopfront has been modified and consists of glazing and roller shutters.

The proposal would provide activity in a vacant unit. An access door would be created to the right-hand side for the retained Use Class E unit. The existing access doors will be retained for the bar/music venue use.

The alterations are considered to be acceptable and would have a limited impact on the shopfront and a neutral impact the conservation area as a whole.

Noise and Residential Amenity

The unit would occupy the ground floor and basement with apartments occupying the upper floors. There are apartments on the opposite side of Oldham Street above commercial units. This arrangement exists throughout the Northern Quarter.

The proposal would generate more noise and disturbance than the existing hairdresser due the operational aspects of the use including late opening hours. An acoustic report highlights that noise and disturbance would be created from both the fit out and occupation of the premises.

External walls and ceilings would be lined with acoustic plasterboards, with insulation in the cavity to minimise noise transfer to the upper floor apartments. A verification would be required to ensure that these measures are adequate.

The hours of use should be restricted to 02:30 and a dispersal policy would ensure that customers enter and leave the property in a neighbourly manner with minimum disturbance and nuisance and potential for antisocial behaviour and crime.

There shall also be no bottle emptying between the hours of 22:00 to 09:00.

Whilst the application only seeks opening hours from Thursday until Saturday 17.00 to 2.30, hours will be granted Monday to Wednesday 8.30 until 23.00 and during the daytime on the remaining days. This ensures an active daytime use of the unit is not precluded by the planning permission.

Environmental Health concur with the findings of the report. The mitigation measures must be in place prior to the first use of the premises with post completion testing to ensure that no further mitigation is required.

Comments and concerns have been received from local residents about noise and disturbance given the existing residential accommodation. The relationship of ground floor commercial (including late night uses) and upper floor residential accommodation is generally supported in the city centre.

There are other similar uses within proximity to the site, with 60 and 62 Oldham Street operating hours until 11pm. 64 Oldham Street operates until 3.30am. The proposed operating hours until 2.30 are consistent with other premises in the area.

Subject to the mitigation outlined above, the proposed would accord with Core Strategy policies DM1 and C10 and Saved Unitary Development Plan policies DC10 and DC26.

Full access and Inclusive Design

The existing level access to the unit would be provided with accessible WC facilities on the ground floor. An access appraisal demonstrates that lift access cannot be provided to the basement. The proposal would not adversely impact on any relevant protected characteristics in accordance with S149 (Public Sector Equality Duty) of the Equality Act 2010. Although the basement area would not be accessible, the ground floor area would be including access to toilet facilities.

The proposal would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Waste Management

A waste management strategy confirms that waste would be stored in the property and moved to Oldham Street on collection day. Environmental Health and Highways are satisfied with the arrangement which accord with policies DM1 and EN19 of the Core Strategy.

Impact on the local highway network

There are no highways implications with the site within walking distance of sustainable transport connections. A condition seeks to secure cycle arrangements for staff and customers.

Crime and Security

The use would repurpose a vacant unit activating the street frontage and contributing positively to the vitality of the area. The development would also provide natural surveillance to Oldham Street.

A Crime Impact Statement sets out recommendations to improve security including security lighting, CCTV and external alarmed doors. The proposal is consistent with policies SP1 and DM1 of the Core Strategy.

Conclusion

The use is acceptable in principle and would support the evening economy. The impact on the conservation area, would be acceptable. The re-use of the vacant unit would provide an active frontage which would support the vitality of the area and create employment opportunities.

The impact on nearby residents has been carefully considered. Although it is recognised there is residential accommodation above, any impacts can be mitigated

through planning conditions. On this basis the use would not give rise to unduly harmful impacts on residential amenity by way of noise, or an increase in comings and goings that would warrant refusal.

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

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

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

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

Received by the City Council as Local Planning Authority on 01 October 2021:

-Location Plan

- Existing Floor Plans
- Proposed Front Elevation
- Waste Strategy Drawing
- Proposed Floor Plans
- Design & Access Statement
- Crime Impact Statement ref. 2014/0891/CIS/04

Received by the City Council as Local Planning Authority on 08 November 2021:

- Waste Management Proforma
- Email from Agent
- Proposed Section/Access

Received by the City Council as Local Planning Authority on 20 May 2022:

Noise Assessment prepared by AEC ref. P4406/R1e/NRS

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) a) Before any use hereby approved commences, the premises shall be acoustically insulated and treated fully in accordance with the recommendations within the Noise Assessment prepared by AEC ref. P4406/R1e/NRS stamped as received by the City Council as local planning authority on 20 May 2022. The approved scheme of acoustic treatment shall be maintained for the duration of the use hereby approved.

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 the first use 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.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties in accordance with Core Strategy Policy DM1 and Saved UDP policy DC26.

4) The scheme for the storage (including segregated waste recycling) and disposal of refuse as detailed in the Waste Management Proforma stamped as received by the City Council as local planning authority on 08 November 2021 and email from

Rebecca Thompson dated 14 February 2022 stamped as received by the City Council as local planning authority on 13th October 2015 shall be fully implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policy DM1 and EN19 of the Core Strategy for the City of Manchester.

5) The use hereby approved shall not be operated outside the following hours:-

Monday to Wednesday 8.30-23.00

Thursday to Saturday: 8.30 to 2.30

There shall also be no bottle emptying between the hours of 22:00 to 09:00

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 policy DM1 of the Core Strategy.

6) No loading or unloading shall be carried out on the site outside the hours of:

-09.00-15.00hrs daily

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy and saved Unitary Development Plan policies DC10.1-10.4, DC10.4, DC26.1 and DC26.5 and to prevent a negative impact on the highway network in accordance with policies SP1, T1, T2 and DM1 of the Core Strategy.

7) Prior to the first use of the development hereby approved, details of staff bicycle parking shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use and thereafter retained and maintained in accordance with the details.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying the development have a range of options in relation to transport mode, pursuant to policies CC10, T1 and T2 of the City of Manchester Core Strategy.

8) The access measures for disabled people to gain access into and throughout the premises, as set out in the Proposed section / access drawing and email from agent dated 08 November 2021 shall be fully implemented before the use hereby approved commences and shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

9) The proposed development should be designed and constructed in accordance with the recommendations contained within sections 3 and 4 of the document referenced: Crime Impact Statement ref. 2014/0891/CIS/04 received by the City Council as Local Planning Authority on 01 October 2021.

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.

10) Prior to the first use of the commercial unit, 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 units 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).

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: 131795/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.

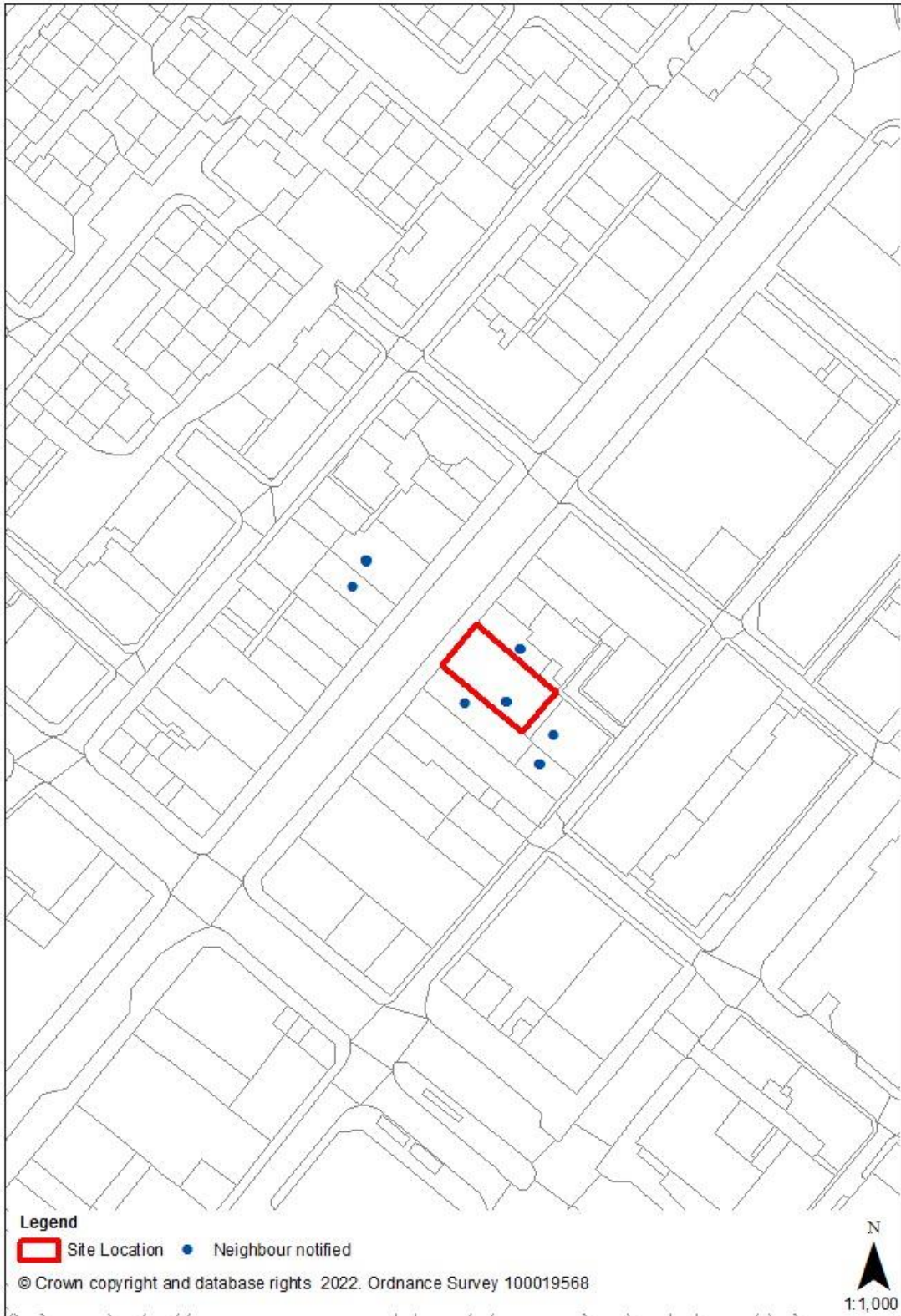
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Greater Manchester Police**

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 :	Eve Woolstencroft
Telephone number :	0161 234 4533
Email :	eve.woolstencroft@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
133465/FO/2022 and 133466/LO/2022	7 Apr 2022	30 Jun 2022	Whalley Range Ward

Proposal Retention of temporary marquee for 3 years and Listed Building Consent for the retention of temporary marquee for 3 years

Location British Muslim Heritage Centre, College Road, Manchester, M16 8BP

Applicant Trustees of the British Muslim Heritage Centre, British Muslim Heritage Centre, College Road, Manchester, M16 8BP

Agent Mr Saghir Hussain, Create It Studio Architects, Universal Square, Devonshire Street North, Manchester, M12 6JH

Executive Summary

In 2013 the British Muslim Heritage Centre obtained planning and listed building consent for the erection of a temporary marquee for use in association with the centre. This was renewed in 2016 and 2019 subject to conditions, which have been discharged. This report relates to the planning application to retain the existing temporary marquee for a further 3 years and for associated listed building consent. There have been 17 objections from 15 separate addresses received from members of the public.



Description

The British Muslim Heritage Centre is a grade II* listed building, set in extensive landscaped grounds between Colledge Road and Clarendon Road in the Whalley Range Conservation Area. Boundary treatment includes a stone wall and railings to Colledge Road, and the gate posts and entrance are grade II listed. This entrance is, however, rarely used and the main vehicle access is currently taken from the north east corner of the site on Colledge Road. To the Clarendon Road boundary the wall is red brick with stone coping and patterns of slightly recessed panels, there is also an

access to Clarendon Road. The building sits fairly centrally within the site with more formal gardens to the north and hard standing and grassed areas to the south. There is significant, mature tree cover around the site. The area surrounding the site is predominantly residential, mainly a mix of terraced and semi-detached housing but with some larger detached properties in spacious grounds.

Planning Permission and Listed Building Consent (100277 and 100278) were granted in September 2013 for the siting of a marquee located on the hard standing and grassed area to the south of the west wing. The marquee provides a large floor space for functions, such as weddings, attended by up to 600 people. The marquee was erected shortly after approval was granted and the structure is a standard, white PVC and glazing construction with an internal area of 900 sq. m. The height to eaves level is 4m and to the ridge is 8.9m. The structure also has ancillary accommodation for kitchens, toilets and bin storage, and it includes ramps and an entrance canopy.

The consent was granted for a temporary period of 3 years with hours of use from 9.00 am to 10.30 pm seven days a week, although it was stated at the time that it would be unlikely to be in use every day. The aspiration was to bring in funding from these activities to contribute towards longer term proposals for the site and the listed building.

Since the original consent, permission has been granted for a further three years under application reference 112122/FO/2016/S1 (accompanied by application 112123 for the renewal of the listed building consent to October 2019).

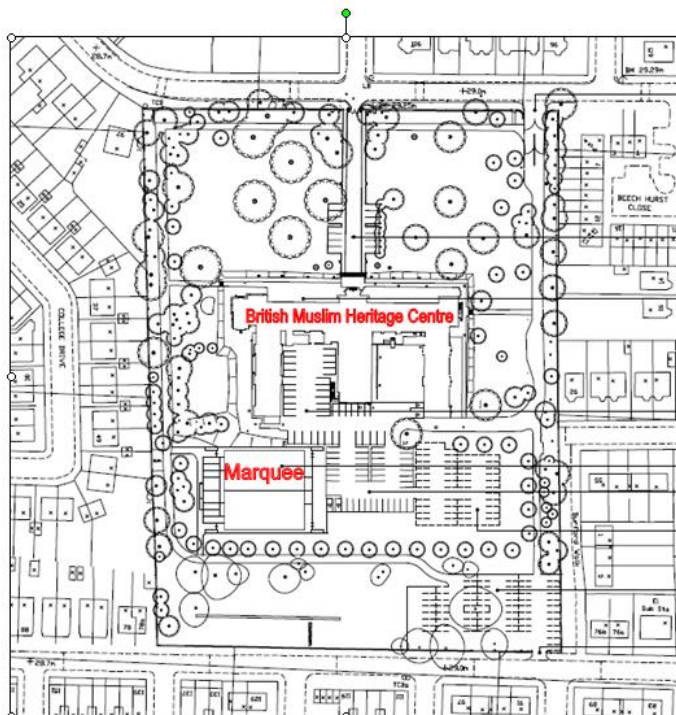
A further application to vary the hours of use condition to allow the use of the marquee until 1.30am for night prayer during Ramadan 2018/2019 was approved under reference 116225/JO/2017.

Permission was then sought for a further three years under application reference 122963/FO/2019 (accompanied by application 122963 for the renewal of listed building consent to October 2022).

There were conditions attached to the 2019 consent to be discharged which related to the on going operation and management of the marquee.

Application CDN/21/0630 for the discharge of condition no.'s. 4 (Management Strategy) and 5 (Travel Plan) were approved in October 2021.

The applicant has stated in supporting documentation accompanying the planning and listed building application that it has always been the intention of the BMHC to replace the temporary marquee with a more permanent building of an aspirational design, that has a positive relationship with the existing Grade II* listed building and minimises the potential for any adverse impact on the amenity of neighbouring residents. However, they state that Covid-19 resulted in significant delays to the redevelopment proposals and that they are keen to undertake the necessary pre-application consultation with Manchester City Council, statutory consultees (including Historic England) and the local community, in order to address any concerns prior to submission of an application.



Consultations

Publicity – The development was advertised in the Manchester Evening News as affecting a Conservation Area, affecting a Listed Building and Listed Building Consent. A site notice was placed next to the site boundary. A map showing the extent of residents and businesses notified of the application is set out at the end of this report.

17 objections have been received from 15 separate addresses in relation to both applications.

The following reasons for objection have been made in relation to both applications:

- The current and proposed events management plan is not being adhered to and is not fit for purpose
- The current and proposed traffic management plan is not being adhered to and is not fit for purpose
- The proposals within the application do not go far enough to mitigate the impact of events at the BMHC on surrounding residents.
- Neighbours do not have meaningful contact with the British Muslim Heritage Centre and they have not responded despite constant complaints the Centre are not adhering to the restrictions placed on their consent.
- Events (such as weddings) at the BMHC rarely finish at the times stated in the documentation, with loud music, fireworks (which are not permitted in the strategy), flares and activity going on well after 10:30 when the gates are supposed to close. The PA goes beyond specified hours. If the noise limiter is being used it is still disturbing residents. The generator is often on from early morning to late at night. The catering services use the outside areas. Waste services enter the site between 05.00 and 07.00 and provides a substandard service that increases the risk of vermin. The dispersal of attendees goes beyond the gates, with attendees parked

outside houses with engines ticking over till after midnight, which prevents residents from getting to sleep. There are no marked parking bays, so parking attendants shout instructions to attendees. The management and traffic control (by trained officials) needs to extend out beyond the centre hours before and after events to ensure minimal noise disruption to residents from event goers. Operations and clean-up regularly go past midnight and disrupt the sleep of residents. Doors are left open causing noise disturbance. Security team are using loud radios.

- The marquee is used as a wedding venue and yet the plan states that the marquee serves the local population. A wedding venue attracts friends and relatives from across the country, if not further. These attendees are unlikely to use public transport.

- Neighbouring roads are frequently used as an overflow parking area and enforcement is required. Neighbours are blocked in their drive ways, there is dangerous parking, parking on curbs, damage to walls, parking on corners, making things very unsafe for local children to cross the road, wheelchair users, people with prams etc. The one way system is not being adhered to.

- Attendees speed on residential road when arriving / leaving

- Light pollution during evening events and this must be disturbing to wildlife (bats have been frightened away) residents also state that it is too bright and impacts on their homes.

- The amount of traffic the marquee generates - Whalley Range already has high levels of air pollution, latest figures show levels of PM2.5, PM10 and NO2 are above World Health Organisation safe levels - this includes College Road which has a Primary School at each end with the British Muslim Heritage Centre in the middle meaning long queues of cars, standing still with engines on for periods of time - this is unacceptable considering Manchester City Council has declared a climate emergency and a goal to reach zero carbon emissions by 2038.

- How long is a temporary structure?

- The Marquee structure is not in keeping and is an eye sore that impacts upon heritage, the original building should be utilised.

- One resident states that the British Muslim Heritage Centre did not control events as the marquee was leased to a commercial company.

Two neutral comments have been submitted from the same address stating that whilst they are sympathetic to the need for BMHC to use the site as well as they can to generate funds 1. the problems of access, generation of traffic, and highway safety identified previously remain unchanged from previous applications and seemingly unaddressed.

2. what has changed since the last application is increasing local awareness of the detrimental effects on health from traffic fumes and associated pollution. There is significant local support for more stringent traffic control measures in Whalley Range which may run contrary to BMHC ambitions.

There was a traffic plan associated with the previous application It would be interesting to know the outcome of any recent polls of BMHC users (both for prayers and weddings) to see if there has been any shift in transport use.

One objection has been received from **Whalley Range Climate Action Group** as follows:

The Whalley Range Climate Action Group views the British Muslim Heritage Centre as a great asset to our community and appreciate their need to raise an income to sustain their activities and premises.

The major concern with this proposal is the amount of traffic generated by the conference events and weddings in the temporary marquee. This creates three serious problems; detrimental impacts on air pollution, global heating, and local people's health and traffic nuisance.

Traffic emissions contribute to global heating and the destruction of ecosystems. Manchester City Council has declared a climate emergency and should ensure that any developments do not impact negatively on the Council's goal of reaching zero carbon emissions by 2038. This must include tackling road traffic emissions such as those created by traffic associated with events in the marquee.

Whalley Range already has a dangerously high level of air pollution from car emissions. The latest figures show that levels of PM2.5, PM10 and NO2 in Whalley range, including the area round the British Muslim Heritage Centre, are above World Health Organisation safe levels. This raises local people's risk of asthma, bronchitis, impaired lung function, cancer, cardiovascular and respiratory mortality, and can inhibit children's lung development. The Whalley Range Climate Action Group is working on a clean air plan for the area and three local schools are working towards safer, traffic free streets. The traffic from this venue could undermine any positive impacts of this work.

Residents living near BMHC have reported traffic nuisance including speeding and parking on pavements and green spaces. The travel plan must contain strong and effective measures to stop these practices.

The travel plan submitted by BMHC to support this application gives no reassurance of serious attempts to either reduce car traffic or mitigate the effects of the traffic travelling to the venue.

Previous planning permission required the BMHC to review and update their travel plan but there is no evidence of compliance with this as the plan submitted with this application is dated 2019. It contains no details of measures taken since the previous planning approval or of their impact. We recognise that the use of the marquee was significantly curtailed by the various lockdowns, so the last 2 years haven't been typical, but as the marquee is now in use again there has been opportunity to implement action and collect data on its effectiveness.

A further concern is that the 2019 plan submitted with this document states an assumption that BMHC users are primarily local. The travel survey data included was gathered from people attending Friday prayers and Ramadan visitors who are more likely to be local residents. However, wedding guests and conference attendees typically travel from further afield so the travel plan should contain data on the full range of marquee users.

It should contain robust measures to reduce car use, prevent users parking on pavements and green space and prevent speeding on pavement and traffic to collect evidence of the effectiveness of this. It should also detail measures to review the effectiveness of the measures, the frequency of these reviews, and how action will be taken as a result and how it will be reported.

We urge the council to work with BMHC to address these serious traffic issues.

Highway Services

The Centre provides 190 car parking spaces for use by staff and visitors and 40 cycle spaces.

Traffic Management Strategy/Car Park Management Plan

To manage traffic, a number of initiatives were previously proposed to manage traffic at the site when large events are being undertaken:

- The Centre will be closed to visitors.
- Car parking area will be signposted
- Parking marshalled during large events
- Segregated areas provided within the site for use by taxis and minibuses.

These initiatives are confirmed in the submitted event management strategy.

Highways recommends continual monitoring and management of parking demands, this is in order to ensure there is no adverse impact generated on the highway network.

Travel Plan

A full travel plan was prepared in 2015, issue 3, approval dated September 2019, has been submitted with this application. It is recommended that this is updated regularly with travel survey information.

Environmental Health

Although there have been some complaints, nothing has been defined as a Statutory Nuisance by the Licensing out of Hours Officer. They therefore conclude that as long as the Events Management Strategy is adhered to the noise limiting device (detailed in the acoustic report ref: 12416-170531—L1 submitted as part of application 122963/FO/2019) is in use at all times and the hours of use are restricted to 09:00 - 22:30hrs 7 days a week there are no objections.

Greater Manchester Police

Have no objection to the retention of the marquee for a further 3 years.

Historic England (North West)

Suggest that the views of our Heritage and Urban Design Manager were sought.

National Amenity Societies

Any comments received will be reported to Committee

Whalley Range Forum

Any comments received will be reported to Committee

Policies

National Planning Policy Framework

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 16 (Conserving and enhancing the historic environment) – It is considered that the scheme has regard to the context of the site and causes less than significant harm to the designated heritage asset that is the Listed Building and the Whalley Range Conservation Area that is outweighed by the public benefit of the proposal.

The Development Plan

Manchester’s Core Strategy Development Plan Document forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan although a number of the UDP policies remain extant.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs. It also sets out the core development principles, including: creating well designed places, making a positive contribution to health, safety and well-being, considering the needs of all members of the community, and protecting and enhancing the built and natural environment.

Core Strategy Policy EN3 and Saved UDP Policies DC18.1 and DC19.1

These policies address historic and heritage features, particularly conservation areas and listed buildings. The aim is to preserve or enhance the historic environment, including the character, setting and accessibility of areas and buildings of acknowledged importance.

Policy DM1 (Development Management)

This policy covers issues which need consideration in determining applications for planning permission, and seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council’s broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Saved UDP Policy DC26 - The application is supported by an acoustic assessment and it is considered that proposal would not have an adverse impact on nearby residential accommodation, subject to the recommendations being implemented.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) 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. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Legislative Requirements - Section 72 of the Planning (Listed Building and Conservation Areas) Act imposes a general duty as respects conservation areas in exercise of planning functions and requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Sections 16(2) and 66(1) of the Act state that decision makers must have "special regard to the desirability of preserving the building or setting or any features of special architectural or historic interest which it possesses."

Issues

Principle

Consent was initially granted for the marquee for a temporary period only - as the structure itself is of a temporary nature and not considered appropriate for long-term or permanent use. In addition, it was considered that the type of activities proposed may not be suitable in such a structure in this residential location on a permanent basis, and a temporary permission allowed this to be assessed. BMHC confirmed that the structure was needed for a temporary period only in order to raise funds for the maintenance and up-keep of the listed building and in order to allow time to draw up a permanent proposal for the site which could incorporate a function space. These principles have not changed as a result of this planning application and the marquee is still in a good state of repair, consent for the temporary marquee would expire in October 2025.

Conservation Area and Listed Building

Given the size of the marquee, high boundary treatments and tree cover around the site, and the location at the rear of the main building, it is considered that views of the marquee from outside the site itself are limited and its impact on the character of the Whalley Range Conservation Area and the setting of the Grade II* Listed Building are minimal. The structure is temporary and would cause less than substantial harm. On balance the level of harm is considered less than substantial and justified by the public and community benefits of the proposals.

Residential Amenity

The original approval was granted on a temporary basis and conditions were attached which it was felt would limit any adverse unacceptable impacts on residential amenity, particularly in relation to fumes and odours, storage and disposal of refuse and noise associated with the use. However, the conditions were not addressed at an early stage and a number of complaints were received about the operation of the site, particularly in relation to noise. In relation to the second application to renew the temporary consent, further work was undertaken on behalf of the applicant and commitments made in relation to the management of the site. The additional information was carefully considered and additional restrictions imposed, as well as recommending that the period covered by the renewal consent in 2016 was only for three years, not five as applied for.

In the 2016 application noise levels were reviewed and an additional report was submitted setting out the criteria for mitigating noise levels from the two main sources, the plant and PA system, involving additional acoustic insulation and installation of a noise limiter. The noise created by people leaving the marquee late in the evening could not be controlled by such means and therefore a management strategy was submitted to mitigate this impact.

In brief, measures to reduce the impact on nearby residents involved:

- A noise limiter which has been installed on the PA system as specified in the acoustic assessment report. This is to the satisfaction of Environmental Health, subject to a condition requiring that the limiter is in use at all times.
- Odour and acoustic insulation has been installed on mechanical plant, including silencer(s) and odour filters as necessary.
- There are speed restriction signs already on the site, but security guards will also be present at events to help manage traffic flow and parking.
- Security guards help to monitor noise levels at the site boundaries.
- The PA system is turned off at 10 pm allowing guest 30 minutes to leave the premises and this will be enforced by the on-site security staff.

When the application to extend hours during Ramadan was considered the submitted acoustic report confirmed that the limiter had been installed and was conditioned to be in use at all times. This in effect meant that the noise generated by the sound system within the marquee would be at an acceptable level at all times throughout the day, which represented an improvement over and above the previous practice on site.

An application to discharge conditions followed the application to extend the hours, this included a Management Strategy and up to date travel plan information from June 2018. This information was specifically relevant to the operation of the marquee during the period of Ramadan as the application related to an increase in the hours of operation during Ramadan.

In light of comments received from Environmental Health in relation to the 2019 marquee renewal application it was considered that a condition requiring a Management Strategy for the operation for the whole of the further three years (not just for Ramadan) should be in place.

This strategy was to reinforce that the site should be carefully managed to ensure that any disturbance outside of the marquee was mitigated, including the closure of the centre at times that the marquee is in use. The strategy was to state that the event management team should be present for the whole of the evening and that there would be a managed access and egress of vehicles and pedestrian, ensuring access via College Road and egress via Clarendon Road at all times, rather than just for large events.

The recommendation to have a Management Strategy for the temporary marquee throughout the whole year was considered to provide sufficient mitigation to be able to effectively control the intensity of the use of the site and the management of the arrival and dispersal of those utilising the site. Subject to adherence to the abovementioned Management Strategy condition it was not considered that the use of the marquee would cause such harm to residential amenity that would warrant withholding planning consent.

Following receipt of consent an application came in to discharge conditions relating to the management strategy and the travel plan, which was not considered to include the level of details required. A subsequent application to discharge those conditions

was considered to be acceptable to colleagues in Environmental Health (in consultation with the Out of Hours team) and Highways.

The information submitted in relation to the management strategy condition set out:

That the BMHC take the impact of the centre on neighbouring residents extremely seriously and make every effort to ensure the least amount of disturbance is caused, particularly during evening events.

Controls are in place to manage the arrival and leaving of visitors during events at the marquee, special arrangements are in place for larger events during the month of Ramadan where higher numbers of visitors are expected. Prior to the beginning of the month of Ramadan the strategy sets out that a letter is sent to neighbouring residents containing details of events with the direct contact details for the Centre Manager for reporting issues and an invitation to a community fast breaking dinner.

Reference is made to:

- The audio and PA system within the marquee being fitted with a sound limiter, which prevents the user from increasing the volume of the speaker system.
- Acoustic barriers being installed between on-site queuing traffic and residential property to the eastern boundary.
- Fireworks inside or outside of the premises being prohibited and any music/Dhol, band play or unreasonable noise causing nuisance to neighbours (inside or outside of the premises) being forbidden. Failure to adhere to these terms could result in loss of deposit.
- During congregation prayer visitors are given leaflets that advise users how to enter and leave the centre without causing disturbance. The imam leading prayer also gives weekly reminders.
- Trained SIA Security guards with security badges are present on site at all times to manage traffic (total of 7 security guards and up to 3 staff present on site throughout each event). Security guards will use earphones for communication instead of walkie talkies and are trained to deal with anti-social behaviour.
- The duty of the guards is to:
 - Manage access and egress of vehicles and pedestrians
 - Manage parking
 - Manage site activities
 - Monitor noise levels and ask for adjustments to the PA system if it is audible to the security guards positioned at the site boundary
- Vehicle access during events times is on a one-way system, entering by College Road only. At the end of the event, to ensure vehicles disperse quickly and equally, vehicles can egress by the main side gates on College Road (right turn), Middle gates on College Road (turn left on to College Road or straight onto Wood Road) and gates to the rear on Clarendon Road (left and right turn).
- During events temporary signage posts will be positioned at key points to help with traffic movement. Site security marshal car parking and speed signs for 5 mph are displayed within the site.
- All users of the marquee are instructed on the management strategy and each contract includes a security bond of £1000 should attendees not meet the requirements of the strategy.

- All attendees will be instructed to leave the premises at 9pm, a further reminder given at 10pm that the gates will be closed at 10.30, by 10.30 all attendees will have left the premises and staff and cleaners present on site will leave at 11am.
- All events will take place when the main centre is closed.

The information submitted in relation to the travel plan condition set out that:

They will encourage more sustainable travel with a reduction in single occupancy car journeys. They have appointed a travel plan co-ordinator, will engage with attendees through questionnaires/workshops/surveys, analyse the information collected and actively promote sustainable travel options.

It is acknowledged that the operation of the marquee is causing issues to neighbouring residents and that there is a perception that the management plan is not effectively mitigating the harm caused. However, there is an on going dialogue with the applicant in relation to issues of concern and the management plan together with the hours condition allows a way to control many of the activities causing disamenity such as fireworks being let off late at night. If there are continued and on going breaches of the conditions then it would be necessary for enforcement action to be taken to ensure that the conditions are complied with.

With regards to the query raised about who is responsible for the implementation of the management strategy, it is clear that no matter who operates from the marquee, the consent and the management strategy that is a condition of consent is binding upon the applicant. If it is the case that it is found that there are breaches of conditions applied, as stated above, enforcement action will be taken.

Highways

There are 190 parking spaces on site and the parking at large events are marshalled. When large events are held at the marquee, the Centre will be closed to visitors to minimise traffic. Highways Services consider that the car park would be of sufficient size to cater for attendees at the largest events, without significant overspill into the surrounding residential area.

Highways assessed information submitted with regards to the Management Strategy and the Travel Plan (previously agreed as part of the 2021 Discharge of Condition application) and are satisfied that subject to adherence to the abovementioned conditions it is not considered that the use of the marquee would cause such harm to highway safety that would warrant withholding planning consent.

Trees

The continued use of the temporary marquee would not have any impact upon the trees on site.

Ecology

A number of objections received are concerned about the impact of the proposals on wildlife. However, the structure is not close proximity to trees and the light / noise levels on site that could occur without the benefit of consent would have the same impact in this residential setting upon wildlife.

Air Quality

The land to the south of the British Muslim Heritage Centre has been a large surface level car park for some time. The use of this car park has increased since the Heritage Centre took over stewardship of the heritage asset. The building always had the potential to be utilised more intensively under its lawful operation. The impact of traffic to and from the marquee used in association with the existing building would not have a measurably more harmful impact upon air quality in this location than the lawful operation of the building.

Planning Policy Guidance sets out that mitigation measures for air quality would be locationally specific. The marquee is separated from surrounding uses, there is mature screening to boundaries, conditions are in place in relation to the hours of operation and there are controls over the noise levels.

Public benefits

For proposals that are likely to cause less than substantial harm to the significance of a designated heritage asset, the NPPF states that the harm should be weighed against the public benefits. It is acknowledged that there are some public benefits to be derived from the extension of the use of the marquee for functions that would fund the long term economic future of the listed building. The use a single space for congregation will continue to allow the use of a one entrance and one exit system which will aid crowd control and enable a greater reduction to any disturbance to the local community. The local planning authority are aware of the alleged breaches of planning control and have an ongoing dialogue with the applicant who have committed to address the issues raised. A condition is reimposed requiring adherence to the previously discharged management strategy and a further condition is recommended requiring details of community notification for events.

Conclusion

The retention of the marquee for a further temporary period would contribute towards maintaining the long-term future use of the listed building and would continue to provide a community asset. The reimposition of the management strategy condition and the addition of a condition requiring details of community notification for events are expected to limit the impact of the proposal on residential amenity. On balance the level of harm is considered less than substantial and justified by the public and community benefits of the proposals.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application, particularly in relation to the impact on residential amenity, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to the decision for application 133465/FO/2022

1. The further retention of the temporary marquee is hereby granted for a limited period of time only. This consent expires on 31 October 2025, and the structures, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within six months in accordance with a scheme to be submitted and approved by the local planning authority before this permission expires.

Reason - The proposal is of a temporary nature and in accordance with Policies SP1, DM1 and EN3 of the Core Strategy and Saved Policies DC18.1 and 19.1 of the UDP.

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:
 G200-P-00 FLOOR PLAN
 G200-P-01 PLAN & ELEVATION
 G100-P-00 LOCATION PLAN
 G100-P-01 BLOCK PLAN OF THE SITE
 Design & Access Statement
 HERITAGE STATEMENT
 EVENTS MANAGEMENT STRATEGY
 PLANNING STATEMENT
 TRAVEL PLAN received 7 April 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. The temporary marquee shall not be used outside the following hours:- 9.00 am to 10.30 pm seven days a week. In addition the noise limiter detailed in the acoustic report ref: 12416-170531—L1 (submitted as part of application 122963/FO/2019) shall be in use at all times.

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.

4. The details of the approved events management strategy listed at condition 2 shall be implemented and shall remain whilst the use or development is in operation.

Reason - To ensure a satisfactory development and in the interests of amenity and traffic safety pursuant to Policies SP1, EN3 and DM1 of the Core Strategy and saved Policy DC18.1 of the Unitary Development Plan for the City of Manchester.

5. Within six months of the date of this consent an updated 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

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 temporary marquee, pursuant to policies SP1 and DM1 of the Core Strategy.

6. Notwithstanding the details set out within the events management strategy further information shall be shared with the local planning authority with regards to the notification strategy for local residents of events to be held at the marquee hereby approved.

Reason - To ensure a satisfactory development and in the interests of amenity and traffic safety pursuant to Policies SP1 and DM1 of the Core Strategy.

Conditions to be attached to the decision for application 133466/LO/2022

1. The further retention of the temporary marquee is hereby granted for a limited period of time only. This consent expires on 31 October 2025, and the structures, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within six months in accordance with a scheme to be submitted and approved by the local planning authority before this permission expires.

Reason - The proposal is of a temporary nature and in accordance with Policies SP1, DM1 and EN3 of the Core Strategy and Saved Policies DC18.1 and 19.1 of the UDP.

Local Government (Access to Information) Act 1985

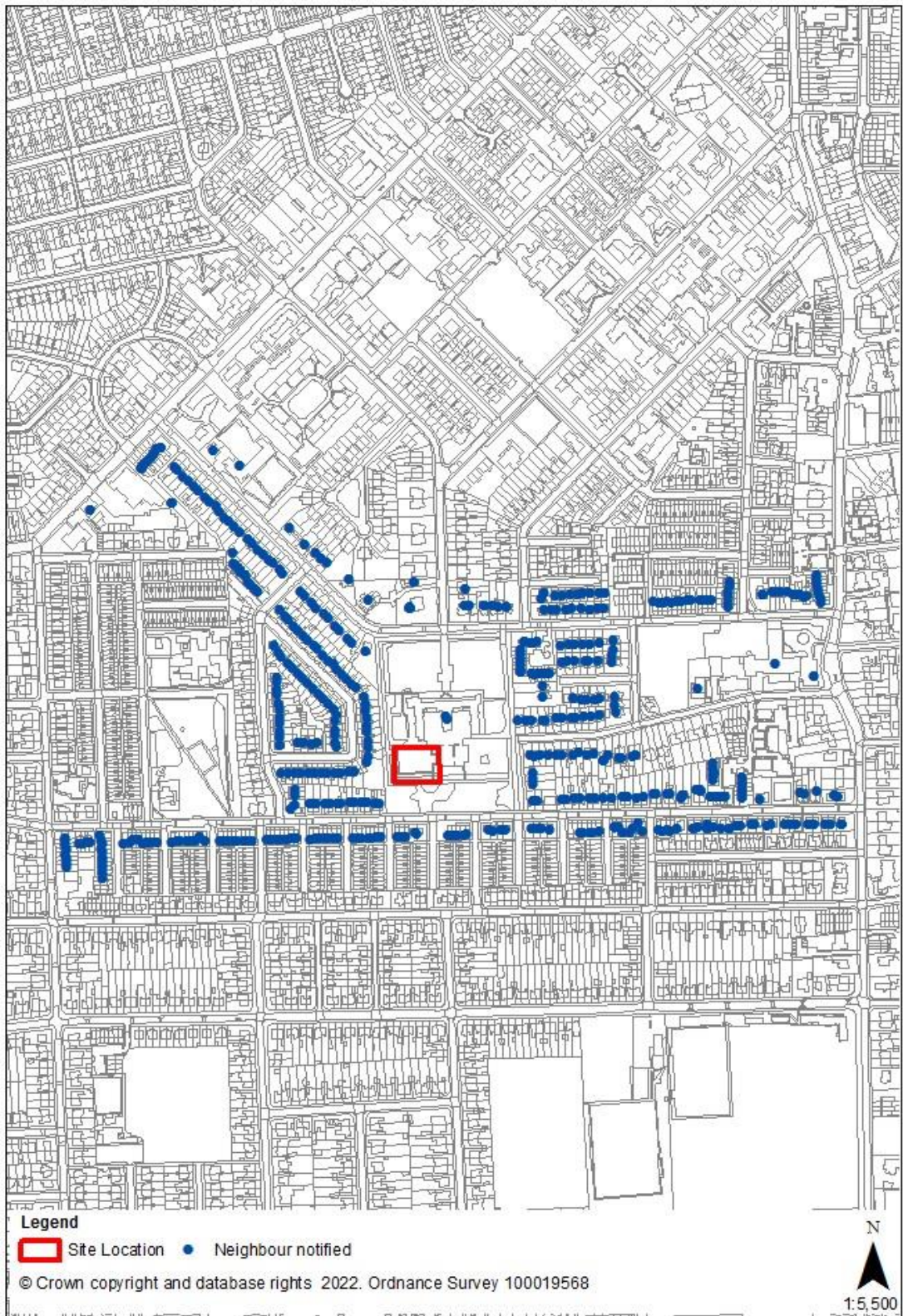
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 133465/FO/2022 and application ref: 133466/LO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning 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
Greater Manchester Police
Historic England (North West)
National Amenity Societies
Whalley Range Forum**

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : jennifer.connor@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
133613/FH/2022	26 Apr 2022	30 Jun 2022	Didsbury East Ward

Proposal Erection of a two storey front extension and part single, part two storey rear extension to provide additional living accommodation

Location 10 Ruabon Road, Manchester, M20 5LW

Applicant Mr C Flanagan, 10 Ruabon Road, Manchester, M20 5LW,

Agent

Executive Summary

This application is for the erection of a two storey front extension, and part single, part two storey rear extension to provide additional living accommodation. The property is not listed or in a conservation area and is typical of the type and style of properties within the immediate area.

The main issues arising from the proposals are the impacts on residential and visual amenity.

Most objections concern the footprint and scale of the front and rear extensions and the protection and retention of trees situated to the rear of the curtilage.

9 neighbouring occupiers were notified of the application proposals. As a result of this process objections have been received from neighbouring occupiers.

Description

This application is being brought to Committee as the applicant is related to an elected member.

This application relates to an early 20th century two-storey, semi-detached house on the south side of Ruabon Road. The property is within a rectangular plot measuring approximately 318m² and set back 6 metres off the Ruabon Road frontage. There is access along the western side to the garage and rear garden. The existing detached garage consists of a tiled hipped roof, adjacent to the shared boundary with 8 Ruabon Road. The property has an existing single-storey lean to the side, which appears to be an original feature of the house. However, this feature will be demolished under the proposal.

The property is of smooth red brick along the ground floor and render construction (pale yellow) along the first floor, with a hipped element to the front elevation and a catslide gable element sited further back with a decorative porthole window on the front elevation. This profile is typical of properties along Ruabon Road. The property features a double storey bay window, and a small infill front porch to the front elevation. It should be noted the property is currently unoccupied with an overgrown front and rear garden, and timber frames along the rear porch and some rear

elevation windows are in a poor state with visible signs of rotting. It should be noted that the existing front and rear porch would be demolished as part of this proposal.

The property includes a driveway, suitable for space to park two cars. The front boundary and shared front boundaries with no. 8 and no. 12 Ruabon Road are low timber fences. The front garden is approximately 6 metres long. The rear garden is approximately 17 metres long and is bounded by vegetation hedging acting as the shared and rear boundaries.



Existing appearance of property

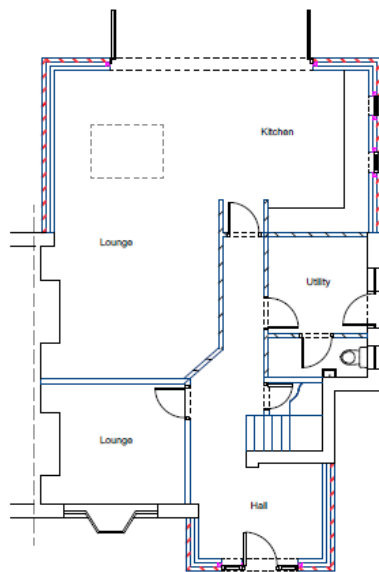
The other half of the semi is not quite a mirror image as the adjoining property recently erected a single storey side, rear and front extension (Ref: 118715/FH/2017). No. 8 Ruabon Road situated to west of the application site has been granted planning permission for the erection of a two storey side extension (Ref: 078701/FH/2006/S2). To the north, on the opposite side of the road are properties situated along the junction at Ruabon Road and Welton Avenue. They consist of further, two storey, semi-detached houses of a similar scale and massing to the application property.

The character of the surrounding area comprises similarly scaled dwellings. Most pairs of semi's have original features including double storey bay windows. Other properties have been variously extended beyond the building line and rear extensions. Close to the site no.18 and no.20 Ruabon Road have erected two storey front extensions and rear extensions. No. 18 Ruabon Road's extension was approved in 2011 (Ref: 096302/JO/2011/S2).

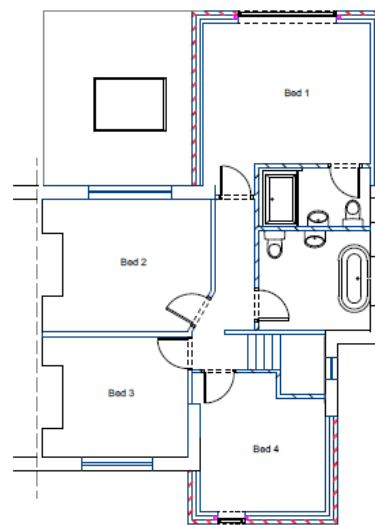
Proposal

The proposed part single, part two storey rear extension accommodates an open plan kitchen area along the ground floor and an additional bedroom on the first floor including, sliding doors along the rear elevation, two small side windows situated along the western side of the extension, and one first floor rear elevation window. The proposed extensions would have a width of 8.2 metres, rearward projection of 4.3 metres adjacent to the shared boundary with 12 Ruabon Road. The part single extension would be 3.3 metres high, incorporate a flat roof and be sited 0.215 metres from the shared boundary with 12 Ruabon Road. The proposed part two storey rear extension will be 7.7 metres in height with eaves at 5.6 metres, and would be set-in 3.5 metres from the shared boundary with 12 Ruabon Road. Additionally, the two-storey rear extension would be sited 2.5 metres from the shared boundary with 8 Ruabon Road.

The proposed two storey front extension accommodates an extended hall along the ground floor and an additional bedroom (number 4) along the first floor, including two front elevation windows and one door along the ground floor and one first floor front window. The proposal would have a forward projection from the principal elevation of 1.4 metres, a depth of 2.9 metres, maximum height of 6.2 metres and at the eaves of 4 metres. The roof profile of the extension would consist of a sloping roof that fits into the catslide gable element seen in Figure 1. Additionally, the proposal would be 4 metres wide and be sited 4 metres from the shared boundary with 8 Ruabon Road.

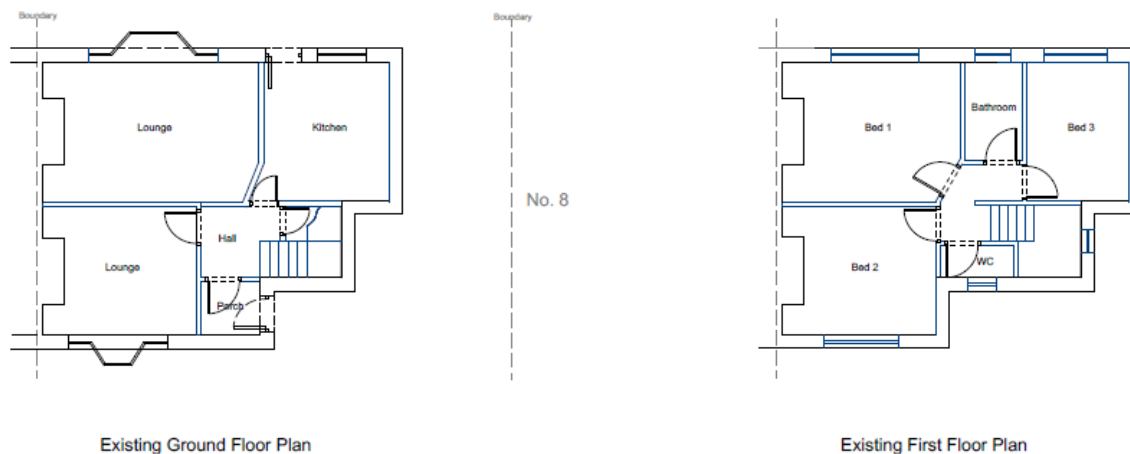


Proposed Ground Floor Plan



Proposed First Floor Plan

The existing house comprises of an entrance hall, porch, 2 lounge rooms and a kitchen at ground-floor level, with three bedrooms, a bathroom and separate WC at first-floor level. The existing plans are shown below.



Consultations

Residents were notified in respect of the proposed development. Letters of objection were received from 5 households. The points raised on this proposal are summarised below:

- Extension feels too large for the site. There are several trees towards the rear of the curtilage which would reach the extension if it fell.
- Extension feels overly large given the size of the site.
- Front elevation protrudes past the building line.
- Inadequate provision of off street car parking proposed for such a development.
- Proposed extension not in keeping with the surrounding side or neighbouring properties.
- West elevation of garage forms the boundary line with neighbouring property. Would like the gap fenced without delay to similar height and line to maintain privacy and security during and after the development. And to avoid disruption to rear garden area of neighbouring property.
- Rear extension would be prominent and cause an overbearing impact with a significant loss of light into neighbouring window in living room.
- Rearward projection is considered excessive given the relationship with the adjoining property.
- Proposed bedroom 1 will overlook the front bay windows of properties along Wingate Drive.

Policies

Core Strategy

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

Policy DM1, Development Management – This policy states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques

Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995 and has largely been replaced with the policies contained within the Core Strategy. However, there are a number of policies that are extant and are relevant to consideration to the proposed extension to a residential dwellinghouse.

Policy DC1 of the Unitary Development Plan seeks to accommodate the demand for more living space, while at the same time ensuring that the amenities of neighbours are protected, and that the overall character of the surrounding area is not harmed. It relates specifically to residential extensions and the relevant criteria from this policy include:

DC1.1 The Council will have regard to:

- a. The general character of the property
- b. The effect upon the amenity of neighbouring occupiers
- c. The overall appearance of the proposal in the street scene;
- d. The effect of the loss of any on-site car-parking

Policy DC1.2 states extensions will be allowed subject to:

- a. They are not excessively large or bulky (for example, resulting in structures which are not subservient to original houses or project out too far in front of the original buildings)
- b. They do not create a loss of sunlight/daylight or privacy
- c. They are not out of character with the style of development in the area
- d. They would not result in the loss of off-street parking

Policy DC1.3 states that Notwithstanding the generality of the above policies, the Council will not normally approve:

- a. rearward extensions greater than 3.65m (12 ft) in length;
- b. 2-storey extensions with a flat roof, particularly those which would be visible from the public highway;
- c. 2-storey extensions to terraced properties which occupy the full width of the house;
- d. flat roofed extensions to bungalows;
- e. extensions which conflict with the Council's guidelines on privacy distances (which are published as supplementary guidance).

DC1.4 In considering proposals for 2-storey side extensions, the Council will have regard to the general guidance above and also to supplementary guidance to be issued. In particular, the Council will seek to ensure that:

- a. the development potential of the gap between detached and semi-detached houses is capable of being shared equally by the owners or occupiers of the two properties concerned;
- b. the actual or potential result of building the extension will not be the creation of a terracing effect, where this would be unsympathetic to the character of the street as a whole;
- c. the actual or potential result of building the extension will not be the creation of a very narrow gap between the properties, or any other unsatisfactory visual relationships between elements of the buildings involved.

As a guide, and without prejudice to the generality of this policy, the Council will normally permit 2-storey house extensions which, when built, would leave a minimum of 1.52m (5 ft) between the side wall and the common boundary, and which meet the other requirements of this policy. Proposals which cannot meet these requirements will be judged on their merits, but with weight being given to (a) and (c) above.

DC1.5 The Council will consider on their merits exemptions to the above policies in the case of applications from disabled people who may require adaptations to their homes.

Green Blue Infrastructure

The strategy lays the foundations for the preservation and improvement of green and blue infrastructure within the City. It is considered that gardens form an important part of this infrastructure. The Strategy advised that gardens play an important part in defining the character and attractiveness of an area.

Guide to Development In Manchester

The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development appropriate to Manchester. It seeks to retain the essential distinctiveness of its character areas, whilst not precluding new development.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The NPPF was updated in July 2021 and provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

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

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

Issues

Principle

The principle of householders extending their properties to provide additional living accommodation and meet changing needs is generally considered acceptable subject to further consideration of impacts on residential and visual amenity. As set out below the proposed development is considered to accord with the principle of extending a residential property set out in saved UDP policy DC1.

Residential Amenity

The proposed part single, part two storey rear extension would have a rearward projection of 4.3metres along the boundary with 12 Ruabon Road to the east, this property has an existing side and rear extension with a rearward projection of 3.8 metres. The proposed extension would have a height of 7.7metres at two storey, and 3.3 metres at single storey level. Additionally, the two storey element would be set away from the common boundary by 3.5 metres.

The proposed development may create some loss of light in the evening time to 12 Ruabon Road, however, this is limited due to the distance of the two storey element of the proposal from the shared boundary, and therefore any impacts on the property are not considered sufficient to warrant the refusal of planning permission. The set-in dimension of the two storey element of the extension reduces the bulkiness and overly dominate feature from the shared boundary with no. 12 Ruabon Road, and limits any potential for an overbearing impact to the occupiers of that property. The proposed rear extensions would be sited due west of the non-adjoining property no. 8 Ruabon Road, given the distance to the shared boundary (2.5 metres), the staggered nature of Ruabon Road's building line, in this particular case no.8 Ruabon Road sits 1.4 metres behind the applicant property principal elevation, together with the neighbouring property erecting a two storey side extension (REF: 078701/FH/2006/S2), it is not considered the proposed development would create any significant undue loss of light or appear overbearing to the neighbouring occupier at no. 8 Ruabon Road.



Existing rear elevation of the property

Additionally, the side facing ground windows will be finished in clear glazed due to the relationship with the neighbouring property and no. 8 Ruabon Road's blank wall gable situated across the boundary line. Therefore, the side facing windows are acceptable and it is considered overlooking impacts would be minimal and not result in additional residential amenity.



Host property's relationship with no.8 Ruabon Road's western elevation

The proposed two storey front extension would have a forward projection from the principal elevation of 1.4 metres, and a depth of 2.9 metres. The roof profile would continue with a cat slide design with the insertion of a round window in the first-floor front elevation reflecting the current characteristics of the front of the property. As noted by the neighbours as a point of concern regarding the extension protruding past the building line, there have been previous permission granted across Ruabon Road with two storey front extension's protruding past the existing staggered building line and at a greater distance than what is proposed on this application, such as 20 Ruabon Road (Ref: 096302/JO/2011/S2) and 18 Ruabon Road. On balance, the proposed two storey front extension is considered to be acceptable in this location and would not cause a visually intrusive or incongruous element within the streetscene. Therefore, it would not create any undue loss of visual or residential amenity to neighbouring occupiers.



Example of no.16 Ruabon Road's single storey front extension and no. 18 Ruabon Road's two storey front extension

Scale

The proposed part single, part two storey rear extension extends across the rear elevation towards the boundary with no. 12 Ruabon Road leaving a 0.215 metre distance. The rear extensions would have rearward projection of 4.3 metres adjacent to the shared boundary with no. 12 Ruabon Road and be sited 2.5 metres from the western shared boundary with no. 8 Ruabon Road. Whilst the rearward projection would be longer than that which is generally considered acceptable of 3.65 metres in saved UDP Policy DC1 the application benefits from a good sized rear garden and this element is set away from neighbouring properties to either side, therefore limiting any significant impact the proposed rear extensions would have. It must also be noted that single storey rear extensions can be erected under the larger homes prior approval process up to 6m in depth for semi-detached houses.

The part single, part two storey rear extension would have limited visibility within the street scene, and materials would match the existing combined with a contemporary design. This is an appropriate design response to extensions within the local area.

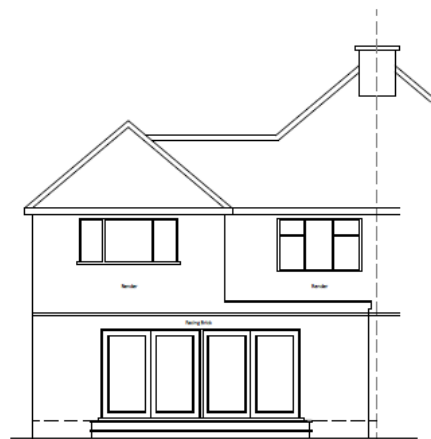


Host property's frontage and relationship within the local streetscene.

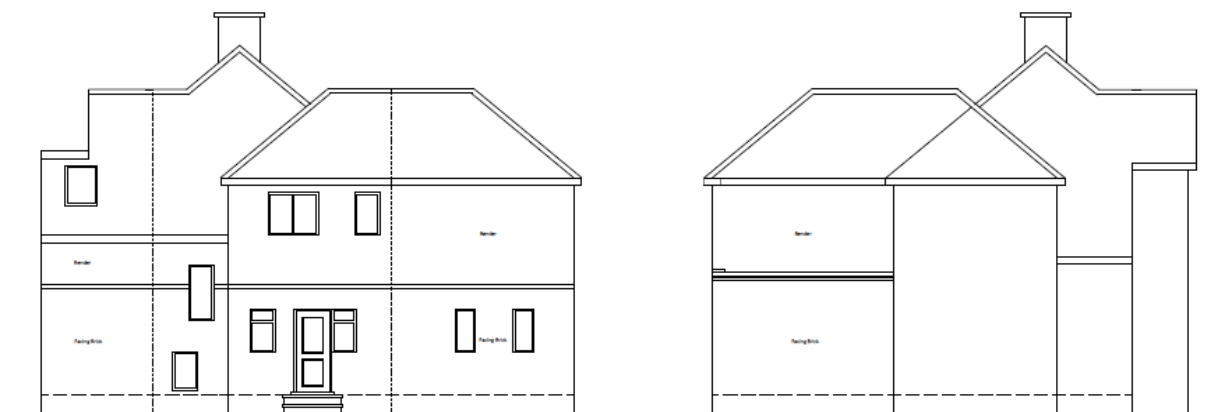
The proposed two storey front extension would have a forward projection from the principal elevation of 1.4 metres, a depth of 2.9 metres, and maximum height of 6.2 metres. The proposed extension would be sited 4 metres and 4.1 metres from the shared boundaries with no. 8 Ruabon Road and no. 12 Ruabon Road respectively. The height, scale and massing fit the proportions of the plot and relates well to the existing front elevation. See proposed elevations below:



Proposed Front Elevation



Proposed Rear Elevation



Proposed Side Elevation

Proposed Side Elevation (2.0)

Design

The application property is not a Listed Building and is not located within a conservation area, however, this property together with the neighbouring properties all have a distinctive character of double-storey bay windows to the front, brick work to ground-floor, render to the first floor.

The proposed extensions would utilise matching materials with brick at the ground-floor and render to the first-floor. The proposed two storey element of the rear extension would match the existing roof profile with concrete roof tiles, whilst the single storey would incorporate a polymer felt flat roof. The flat roof appearance is a common feature within the local vicinity with properties such as 8 Ruabon Road incorporating this feature into their development. Additionally, the proposed two storey front extension has been tailored to fit the shape of the existing property, respecting the relationship with the neighbouring property and maintaining the characteristics and design of Ruabon Road.

On balance it is considered that the design of the proposed extensions is acceptable and would not cause harm to disrupt the overall character of the application property and surrounding properties.

Refuse Storage

Access would still be maintained to the rear of the property from the side and the bins could still be taken to the rear for storage.

Parking

It is proposed to demolish the existing rear garage, but the application site has sufficient space to the side of the property for at least two cars to be parked off road. The proposed site setting out drawing shows that the front lawn which is not affected by the two storey front extension would remain the same. This level of provision is considered acceptable for this dwellinghouse.

Trees

As noted by the neighbour objections there is a concern relating to the trees situated along the rear boundary with Wingate Drive properties. There are non-protected trees along the rear boundary, however, this would be approximately 12 to 13 metres

away from the proposed rear extensions, and as such would be unaffected by the proposed development.

Flood Risk

The application property is not located in Flood Zones 2 or 3 and therefore no further information is required in respect of these matters in this instance. It is not considered that the proposals would increase the risk of flooding.

45 Degree Rule

This is used by some authorities to determine what is an acceptable rearward projection for an extension. This measure is not embedded into any adopted planning policies within Manchester. As with each application they are considered on their own merits having regards to the particular circumstances of each site. In this instance, as indicated within the previous sections of this report the proposals are not considered to give rise to unacceptable impacts on residential amenity of neighbouring properties.

Concerns regarding civil issues

Concerns have been raised regarding the demolition of the garage the loss of boundary treatment along the western side of the application curtilage. Additionally, concerns have also be raised regarding the removal of vegetation along the eastern boundary. The granting of planning permission does not override any other legal obligations with regards to Party Wall Act, or confer any rights to trespass onto neighbouring property's land. These issues are dealt with under separate pieces of legalisation.

The applicant has indicated that all building works would be undertaken solely on land within their ownership by signing Certificate A, furthermore, the drawings do no indicate that the west wall of the garage is the boundary line and did not indicate any encroachment.

Conclusion

This application seeks to enlarge a property in order to create a bigger family home, that maintains the original character of this unlisted building, not located within a conservation area. The proposals are considered to have been sited and designed to minimise impacts on residential amenity and the visual amenity and character of the area. On balance it is considered that the extensions are of a scale and design that is acceptable and that the development accords with Council policies.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

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.

Conditions to be attached

- 1) The development must be begun not later than the expiration date 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:

Documents:

Householder Application for Planning Permission for works or extension to a dwelling, stamped as received by the City Council as the Local Planning Authority on 26 April 2022.

Drawings:

Proposed Elevations, ref: 3/4

Proposed Site Setting Out Drawing, ref: 4/4

Existing & Proposed Floor Plans, ref: 2/4

All stamped as received by the City Council as the Local Planning Authority on 26 April 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) The materials to be used on the external surfaces of the extension hereby permitted shall be implemented in accordance with the approved details as set out in the documents and drawings specified in Condition 2 of this approval.

Reason- In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with saved policies DC1 of the Unitary Development Plan for the City of Manchester and policy DM1 of the Manchester Core Strategy, and the requirements of the National Planning Policy Framework.

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: 133613/FH/2022 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:

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 :	Adam Mitchell
Telephone number :	0161 234 4165
Email :	adam.mitchell@manchester.gov.uk

