



Planning and Highways Committee

Date: Thursday, 31 August 2023

Time: 2.00 pm

Venue: Council Chamber, Level 2, Town Hall Extension

Everyone is welcome to attend this committee meeting.

Access to the Council Chamber

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

Filming and broadcast of the meeting

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

Membership of the Planning and Highways Committee

Councillors

Lyons (Chair), Shaukat Ali, Andrews, Chohan, Curley, Davies, Gartside, Hassan, Hewitson, Hughes, Johnson, Kamal, J Lovecy, Ludford and Riasat

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 27 July 2023. 7 - 24
5. **136812/OO/2023 - Land At Red Bank Victoria North Manchester** 25 - 140
The report of the Director of Planning, Building Control and Licensing is enclosed.
6. **136814/FO/2023 - Land Bounded By Dantzic Street, Dalton Street And The Railway Line Known As Plots NT02, NT03 And NT04 Manchester** 141 - 260
The report of the Director of Planning, Building Control and Licensing is enclosed.
7. **136963/FO/2023 - Loreto College 146 Chichester Road And The Former Probation Centre Bounded By Chichester Road South/Moss Lane East/Maher Gardens And Tamworth Street Manchester M15 5PB** 261 - 296
The report of the Director of Planning, Building Control and Licensing is enclosed.
8. **136791/FO/2023 - Former Chorlton Leisure Centre**

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| | Manchester Road Chorlton Manchester M21 9PQ | 297 - 344 |
| | The report of the Director of Planning, Building Control and Licensing is enclosed. | |
| 9. | 137579/FO/2023 - 12 And 12A Errwood Road Manchester M19 2PA | 345 - 362 |
| | The report of the Director of Planning, Building Control and Licensing is enclosed. | |
| 10. | Confirmation of The Manchester City Council (Land at Sherwood Street & Wynnstay Grove) Tree Preservation Order 2023 | 363 - 376 |
| | 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.

Late representations will be summarised and provided in a Supplementary Information Report. Such material must be received before **noon on the Tuesday** before the meeting. Material received after this time will not be reported to the Committee, this includes new issues not previously raised during the formal consultation period. Only matters deemed to be of a highly significant legal or technical nature after consultation with the City Solicitor will be considered.

Material must not be distributed to Planning Committee Councillors by members of the public (including public speakers) or by other Councillors during the meeting. The distribution of such material should be in advance of the meeting through the Planning Service as noted above.

Joanne Roney OBE
Chief Executive
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Further Information

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

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This agenda was issued on **Tuesday, 22 August 2023** 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 27 July 2023

Present: Councillor Lyons - In the Chair

Councillors Shaukat Ali, Chohan, Curley, Davies, Gartside, Hughes, Johnson, Kamal, Lovecy and Riasat

Apologies: Councillors Andrews, Hassan, Hewitson and Ludford

Also present: Councillors Bayunu, Igbon and Wright

PH/23/54 Supplementary Information on Applications Being Considered

A copy of the late representations received had been circulated in advance of the meeting regarding applications 135544/FO/2022 & 135545/LO/2022, 136721/FO/2023 and 130387/FO/2021.

Decision

To receive and note the late representations.

PH/23/55 Minutes

Decision

To approve the minutes of the meeting held on 6 July 2023 as a correct record.

PH/23/56 136934/FO/2023 - Greenheys Building, Pencroft Way, Manchester, M15 6JJ - Hulme Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing for the erection of 7-storey building comprising office and laboratory floorspace (Use Class E); cycle parking, hard and soft landscaping, access and servicing.

An anchor tenant would occupy the ground, mezzanine and first floor, with the remaining floors available for occupiers in the life science and healthcare sectors. The anchor tenant is an internationally significant health research organisation that would bring substantial direct and indirect socio-economic benefits to Manchester Science Park (MSP) and the Corridor eco-system, and leverage MSP's advantages in terms of locational clustering with major knowledge and research institutions.

The proposal would contribute positively to the city's economy creating jobs and training opportunities in key growth sectors for residents and support growth through graduate retention.

4 letters of objection had been received. The grounds of objections concern design, the nature of the use, traffic impacts, impacts on the residential character of the area and sunlight and daylight.

The Planning Officer did not add anything to the printed report.

An objector stated that the neighbourhood consultation did not make it clear what the building would be used for. The height would cause overshadowing and there were concerns over noise and possible unknown pathogens and the effect on air quality. He questioned the purpose and work that would be undertaken in the laboratories and commented on the change in class use. New drugs normally use some form of animal testing and the objector felt that Hulme should be an animal testing and vivisection free zone and asked the Committee to lead on ethical and political decisions when considering this application.

The applicant's agent that Bruntwood, have 40 years experience in delivering office, research and lab spaces. This proposal would be a milestone for the science park and enhance the capabilities of the university's NHS foundation trust. The anchor tenant and other high specification laboratories would attract occupiers in the science and technology sectors. The proposal would add employment opportunities and socio-economic benefits. No animal testing would be carried out on this site.

Ward Councillor Bayunu acknowledged the investment but also had to consider her residents. She felt the developer should work with the community. There had been some consultation but not all issues had been addressed. There would be more development and she asked for all involved to be brought together and added as a Council and Hulme as a Ward, should be animal testing and vivisection free zones.

Ward Councillor Wright noted that 9 trees would be replaced by 27 expressed having had difficulties with other developers on this issue. Previous construction activity at MSP had caused problems with contractors taking up parking spaces so a condition on a construction plan would be welcomed. Daylight and sunlight would affect a small number of residents but was still an important issue to raise. Some dwellings were below balconies and received less sun and daylight. Jobs should be targeted at the Hulme area and the area should be vivisection free. She supported the new pedestrian crossing.

The Director of Planning stated that the Committee could take land use into account but moral/ethical wishes could not be taken into account.

The Planning Officer stated that 27 trees are shown on the submitted plans. He offered apologies regarding the impacts of previous construction activity. The impacts on daylight and sunlight would be minimal because of existing overhanging balconies. The developer would work with the works and skills team and engage with the community.

Councillor Davies understood that the Committee could not take animal testing into account but felt that the developer would be well advised to consider this especially in this Ward. Bruntwood had caused problems to neighbouring residents and residents should be able to access and park cars during construction. Councillor Davies hoped for the construction plan would reflect this.

Councillor Johnson felt that a commitment to community engagement would be useful and could be added as a condition if the Committee moved a Minded to Approve decision and asked what this might look like. The Planning Officer stated that there could be an additional condition in the construction plan to engage with the community.

Councillor Curley expressed that this was a good report, well presented and felt that any ongoing discussions with Bruntwood would be successful. Councillor Curley then moved the officer's recommendation of Approve for the application

Councillor Kamal seconded the proposal.

Decision

The Committee resolved to move the officer's recommendation of Approve for the application subject to an additional condition whereby the developer amends the construction plan to include community engagement and subject to conditions set out in the report.

PH/23/57 135544/FO/2022 & 135545/LO/2022 - 466 - 472 Moss Lane East Manchester M14 4PJ - Moss Side Ward

The application was placed before Committee on 6 July 2023, where it was resolved to defer consideration of the proposal to allow for a site visit to enable Members to gain a better understanding of the impact the proposed development would have on the local neighbourhood, owing to concerns expressed regarding the height of the development.

The Committee considered the reports of the Director of Planning, Building Control and Licensing that described that full planning permission was sought for the demolition of 470-472 Moss Lane East and conversion of 466 – 468 Moss Lane East, in order to facilitate the erection of a 7-9 storey building to form purpose-built student accommodation (sui generis) and provide in total 261 student bedrooms with a mix of studios and en-suite rooms set within clusters bedrooms.

Listed Building Consent was also sought for internal and external alterations and extension, in the form of a link building to the Grade II listed 466 to 468 Moss Lane East to facilitate its conversion to purpose-built student accommodation.

17 individual representations had been received, 12 of which objected and 5 of which supported the proposed development. Objections had also been received from Platt Claremont Residents Association, Moss Side Tenants Union, Great Southern to Western Community Action Network, The Victorian Society and from Councillor Emily Rowles on behalf of the Moss Side Councillors.

The Planning Officer addressed a note of clarification from Councillor Sharif Mahamed who had stated that the scheme would address and improve the needs of students in the city. As stated in the Late Reps report, the applicant had resolved to offer 20% of the bedspaces at a 20% discount on their base market value and to

make these rooms available on this basis. Furthermore, there would be no parking permits available to tenants.

Councillor Bayunu addressed the Committee as a Moss Side resident, stating that this was a sign of a creeping impact of student accommodation off the Oxford Road corridor. In terms of accuracy amongst those already living at this location, a door to door check had been made by residents and found lots of families on site. There should be clearer information about the impact this development would have on the area. It was expressed that the Council cannot open up to this kind of development. Councillor Bayunu objected to this application and felt there were inaccuracies that required addressing.

The applicant's agent addressed the Committee and stated that this was a significant student accommodation offer which was greatly needed in Manchester, the shortfall of which was having an impact in retaining potential family homes as they were currently being used as HMOs. This site was 200 metres from Oxford Road and a 10 minute walk to the University. The University had written with a representation of support for the application. Purpose built student accommodation (PBSAs) were of high need. The application was sensitive to the context of the area and of suitable scale and massing. Preservation of the building style had been included. There were no impacts from loss of light and a 24 hour contact point was available. Manchester was an attractive destination and students were an addition to the city. The scheme now offered 20% reduced rate dwellings, as set out in the late report.

The Planning Officer stated that due diligence had been applied with units to be lost having been checked (a summary was in the printed report on page 103). There would be packages to rehome anyone affected by this demolition and re-development of this site.

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

Councillor Curley stated that the site visit had been very useful and felt that this scheme would improve the building. The footpath was noted to be in a poor state and it was put to the Planning Officer whether a condition could be added to improve this as part of adjacent public realm.

Councillor Johnson understood the need for student accommodation in Manchester and stated that Moss Side was densely populated and more homes for residents and families would be good. Disabled parking on the proposal was insufficient and this would be an ideal site due to the park and nearby public transport links. Councillor Johnson noted the use of terminology relating to the Oxford Road Corridor and raised that this site is not on Oxford Road, adding that taller buildings can be seen on Oxford Road and expressed that this should be a development of lesser height. Councillor Johnson was concerned that this would set a precedent and encourage further tall buildings in this residential area. Councillor Johnson stated that she may wish to propose a motion to address the height aspect later in the meeting.

Councillor Davies had concerns for any families living at the current site. Page 103 of the printed report referred to the standard of the building at present. Councillor Davies enquired about the details of these families who are due to be rehoused and needed reassurances before making any decision.

The Planning Officer stated that the footpath issues raised by Councillor Curley could be included as part of Highways. Regarding disabled parking, 3 spaces were available on the street and a further condition could be added. The University had plans for students already due to move into this development when complete. Regarding the height, this scheme was closely related to the Oxford Road Corridor and based on its own merits and that this application had been deemed as appropriate for this area. Families in this dwelling would be re-homed.

Councillor Davies considered that there was insufficient awareness of these families and their voices had not been heard as part of this aspect of the application.

Councillor Lovecy expressed that the site visit was very useful. She stated that she was not Minded to Approve for this application due to the scale being more in line with buildings on Oxford Road. The impact of 7 and 9 storey buildings in this area would impact negatively on the amenity of local residents. Also, the heritage aspect of this building should be considered. Whilst the building would be improved, it would then be dwarfed by the additional buildings.

Councillor Hughes stated that he was considering supporting the application after the site visit but now had concerns about the rehousing of families as this is always a difficult proposition with the potential for children having to change schools.

The Director of Planning stated that the rehousing issue is something that the Planning Team take very seriously and, having asked for information on current tenants, found that they were all under short term tenancies. If the Committee were Minded to Approve for the application, the Planning Team would work with the Chair of the Planning & Highways Committee to create a condition for development not to start until there was an awareness of ongoing arrangements. This would be taken away for discussion with the developer and legal services.

Councillor Johnson welcomed this proposal from the Director of Planning but added her concern that the overall scale and massing issue remains.

Councillor Riasat added that the site visit was useful, that there was a similar sized building close by and confirmed his support for the application, moving the officer's recommendation of Minded to Approve.

Councillor Shaukat Ali seconded the proposal with the added condition stipulated earlier by the Director of Planning concerning a rehousing strategy.

Councillor Lovecy stated her preference for a maximum 6 storey height and raised concerns over the impact on the neighbourhood.

Councillor Johnson wished to propose a motion regarding the scale and massing.

The Chair explained due process, in that, if the proposal put forward by Councillor Riasat fell then another motion could then be considered for the Committee to make a decision on.

Councillor Davies felt that the onus should be on the developer to make rehousing arrangements.

The Director of Planning confirmed that this responsibility would lie with the developer.

Councillor Curley noted that a similar scheme in Chorlton had been agreed under the same process and asked the Director of Planning if the same process would be adhered to.

The Director of Planning confirmed this with Councillor Curley.

The Chair confirmed with the Committee that the Minded to Approve decision was for both applications concerning this development.

Decision

The Committee resolved to move the officer's recommendation of Minded to Approve for both applications subject to an additional condition whereby the developer entered into discussions with the city council regarding the rehousing of current tenants and devise their own rehousing strategy and subject to conditions set out in the report.

PH/23/58 136721/FO/2023 - Site Of Former Day Nursery, Longhurst Road, Manchester, M9 8NS - Higher Blackley

The Committee considered the reports of the Director of Planning, Building Control and Licensing concerning the erection of 14 x 3 storey semi-detached houses and 2 blocks of 2 storey apartments containing 8 flats in total (Class C3) with associated car parking, landscaping, regrading of ground levels and boundary treatment.

The principle of the proposal and the scheme's contribution to regeneration, as set out in the report, accords not only with national and local planning policies, but would also deliver key outcomes for the city delivering new homes for affordable rent (through a Registered Provider). Any potential impacts on local residents are fully set out and addressed. These include wider impacts from construction to operational impacts such as traffic, trees and visually from the development itself.

The site is located in Higher Blackley Ward, is broadly rectangular in shape, and covers 0.46 ha. It is vacant, with an area of hardstanding with areas of grass, self-seeded vegetation and trees. It is bounded to the east by St. Andrews Community Hall (single storey building), with two storey housing to the north of Longhurst Road, St. Andrews Church and rectory to the south, and Blackley Cemetery to the west.

The Planning Officer did not have anything to add to the printed report and late reps report.

The applicant's agent addressed the Committee on the application and stated that this scheme would offer 22 new houses at 100% affordable rent rate as part of Project 500.

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

Councillor Lovecy stated that this development was very welcome and added that she supported the officer's recommendation of Approve for the application.

Councillor Kamal seconded the proposal.

Councillor Curley expressed that this was good news for those on housing waiting lists and looked forward to many more schemes of this nature.

Councillor Johnson raised a query regarding the comments on page 155 on opportunities to create improved areas of green infrastructure.

The Planning Officer confirmed that this was attached to the application as part of the landscape scheme.

Decision

The Committee resolved to Approve the application, subject to conditions set out in the report.

PH/23/59 130387/FO/2021 - The Former Gamecock Public House, Boundary Lane, Manchester, M15 6GE - Hulme Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing for the erection of a part 7, part 11 storey purpose built student accommodation building comprising 197 bed spaces (56no. studios, 14 no. threedios, 10 no. cluster units (Sui Generis use class)).

The Committee was minded to refuse an application for a part 9 part 13 storey (PBSA) building providing 261 bed spaces on 31st May 2022 on the basis of the scale of the application and the shortages of parking spaces for disabled people.

There were objections to original scheme including neighbours, 'Block the Block' a resident-led campaign supported by Hopton Hopefuls, Aquarius Tenants and Residents Association, Hulme Community Forum and On Top of the World Hulme, Hopton Hopefuls, 2 employees of Manchester University, a GP practice on Booth Street West, the Guinness Partnership and One Manchester. 3 representations were also received from members of the public supporting the proposal. Councillor Annette Wright and Lucy Powell MP objected.

Revised drawings were submitted to address the above reasons for refusal; 25 objections from neighbours and an objection from 'Block the Block' were subsequently received.

Members were minded to refuse a revised scheme on 20 October 2022 on the basis of scale and dominant visual impact and the lack of parking in close proximity to the entrance for those with disabilities and the use of on-street spaces for disabled parking spaces.

The Late Reps report stated that 20% of the bedspaces would be available at a 20% discount of market rent. The recommendation was altered to Minded to Approve subject to a legal agreement regarding the containing affordable rent obligations.

An additional representation from Councillor Wright referred to the previous Minded to Refuse decision. The Chair confirmed that 2 objectors were to address the Committee, sharing the 4 minutes allotted speaking time between them.

The first was a tenant of Hopton Court and had lived in Hulme all his life. Hulme had undergone many changes, not all good. He got involved with the Tenant's Committee at Hopton Court and arranged for tables and benches to be placed outside. Then they managed to arrange for Hopton Court to be specifically for the 50+ age group and retired people. With the addition of Birley Fields campus and now this proposal for PBSA across the road he felt that this was too much for the neighbourhood. This was a piling in of students that would erode the community. Noise and litter were already a problem and Hopton Court was designed with bedrooms at the front of the building, making sleeping spaces only 20/30 yards away from the development. Other people in the building had been persuaded to join THOSE spending time in the outside area and this development would be a detriment to this outdoor space. The local GP were also concerned over the impact of this scheme and felt that the impact would be huge. In closing his objection statement, the objector stated that he did not know why this application had come before the Committee again.

The second stated that this proposal would negatively affect the amenity of residents and tenants. The north face of the apartments in her building were second bedrooms and, in many cases, children's bedrooms. This proposal was close to neighbouring dwellings and the overshadowing would have an impact on the energy bills. There were concerns over the disabled parking bays, a nearby cul-de-sac and loss of access. The objector stated that she was a blue badge holder and implored the Committee to refuse the application.

The agent stated that this is a sustainable location and recognised that the developer had to respect existing tenants. They took this seriously and offered a free community hub space. This developer was an experienced operator and would create a move-in and move-out strategy. 3 additional disabled parking spaces had been created on-site and students would not be permitted to own cars. Deliveries would be made within specified hours and an engagement plan had been created regarding litter picking in the vicinity and a contact point for regular liaison with the community. If approved, the proposal would regenerate the site. Access would be available throughout construction to all roads.

Ward Councillor Wright noted previous decisions in October 2022 and May 2023 and reasons for refusal plus other historical refusals from 2008 and 2012. She felt that the daylight and sunlight issues were more impactful due to dwellings being single aspect at Hopton Court. The only open space for tenants is an outside area and

some tenants already suffer with vitamin D deficiency. There was no need for student accommodation in this residential area. The application was opposed by the local GP and many more. Tenants had been assured there would be no impact on this site but were right to oppose this application. The accommodation on offer is not good enough to house students. Some areas of the development have no natural light, would be overshadowed and have no outside space. Developers see the site as a blight but residents see it as their area.

Ward Councillor Igbon stated that this site has looked the same for decades with no investment in the area. The developers were looking to make money and there were concerns over traffic and deliveries. The application stated that students would not be allowed to have cars but this was out of the developer's control and students with cars would have to use local on street parking which was also a concern. The local GP is the second busiest surgery in Manchester and the impact of an additional 200 people living in this area would create huge impacts to the community. Trees would have to be removed, one of which had a TPO. As a resident of the area, Councillor Igbon felt there was a blasé attitude from the developers and while a place for students to live was needed, this was the wrong site.

Ward Councillor Bayunu was shocked to see the officer's recommendation was no longer for refusal. Whilst she agreed that Manchester needed PBSAs, the impact to the community and amenities could not be ignored. 20% of the residents at Hopton Court have vitamin D deficiency, depression and anxiety. Allowing this development to go ahead would add to these problems. This was an area made up of older and deprived people and Councillor Bayunu wished to see the community improved.

The Planning Office stated that the previous Mind to Refuse decision was based on the scale and lack of parking. The Committee asked officers to identify reasons for refusal. A previous appeal had allowed a building of a similar scale and a reason could not be provided. 3 additional parking spaces for disabled people had been created on Camelford Close. Students are choosing where they want to live and are taking up family homes.

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

Councillor Lovecy stated that she had been present for other, previous applications on this site. Officers had stated that there were no grounds for a Mind to Refuse decision but Councillor Lovecy added that the area was not appropriate for a PBSA scheme. It was not a sustainable location for a mixed use of this kind. PBSA should be on sites where there would be no impact on residential neighbourhoods. Hopton Court has become a 50+ age group block and Manchester should allow for places that older people can remain in. In terms of the appeal against the previous decision, this was before the city council had confirmed their PBSA policy and the inspector will not have considered this policy in their decision. The impact of daylight and sunlight on adjacent buildings adds further weight against approving this development. Better sites were available and the sustained impact on this residential neighbourhood in addition to the scale and massing were grounds for the Committee to move a Mind to Refuse proposal.

Councillor Davies questioned whether the 20% reduced rate would be applied if the developer were to sell the building. She stated that she had lived in her building for 17 years with a north facing window, therefore having little natural light. To lose any more light, as would be the case for residents concerned here, would create an impact on health, energy bills and general wellbeing. This was a good location for older people who know their neighbours and enjoy life. The developer's suggestions on banning cars and late deliveries could not practically be implemented. In terms of the litter picking, while welcomed, shows that there is an expectation of increased litter problems and it was unlikely there would be litter picking early on a Sunday. Councillor Davies stated that she could not see this litter picking scheme working well. Residents already housed in this area enjoy living there and, whilst there was a need for students to free up housing stock for families, their lifestyles were often at odds with communities when mixed together

The Planning Officer stated that the 2008 decision was not based on PBSA but on scale and massing, which was more or less the same. As the Section 106 agreement was binding on the developer and any subsequent owner. It was residents who had identified existing litter problems that needed to be addressed. It was true that nobody could be stopped people from owning a car but students would not be allowed to have a residents parking permit. The issue of GP access is a problem across the city and the city council have many discussions about addressing this.

Councillor Curley stated that this was a difficult application of competing interests. Officers are working to the national framework, which should make decisions easier but for the concerns of residents and Ward Councillors. The council bought into the regeneration of Hulme for family lives and there was a commitment from people moving into the area. These competing pressures put the Committee in a position of having to have a full understanding of officer's and resident's viewpoints. Councillor Curley noted that some students come to Manchester, stay and contribute greatly to the city and the economy. The application here today was 2 storeys higher than the application from 2008. Councillor Curley concluded by stating that he was on the side of the residents as it was the right thing to do due to the potential for overlooking, shadowing, noise and parking issues. This way, it would be better for the communities in Hulme.

Councillor S Ali stated that he knew the site as a vacant eyesore for maybe 15 years. Previously, the application had been determined by the Committee with a Refused decision due to parking issues and the height of the proposed development. Officers had been asked to take the application away and address these issues, which they had done and Councillor S Ali stated he would now support the application.

The Planning Officer addressed an earlier comment from Councillor Curley and confirmed that the current application was not for 2 extra storeys in height but was the same height as the 2008 application.

The Director of Planning stated that this was a very challenging application having its fourth appearance before the Committee. The application was not dismissive of issues surrounding the proposal and a very detailed report had been presented.

Having looked at a possible Minded to Refuse decision, it was deemed as not sustainable as the scale and parking had been addressed.

Councillor Johnson referred to the site designation in the report stating that this is the right site, yet it appeared that it was not and asked how this can be confirmed. The Planning Officer stated this was covered in the report under Planning Policy terms.

Councillor Lovecy proposed a Minded to Refuse decision due to a PBSA of this size being contrary to sustainable neighbourhoods. The city council's own PBSA policy does not mean that the Committee have to agree to approve this application. She added that this was not a suitable site.

Councillor Curley seconded the proposal.

The Director of Planning confirmed to all present that the Committee's decision was not a final determination but a deferral. The decision would be taken away to be determined whether the Committee's reason was suitable.

Decision

The Committee resolved to be Minded to Refuse due to a PBSA of this size being contrary to sustainable neighbourhoods in keeping with the city council's PBSA Policy.

PH/23/60 135028/FO/2022 & 135029/LO/2022 - Land Bound By King Street West, St Marys Parsonage, Garden Lane And Smithy Lane, Manchester, M3 2JP - Deansgate Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing for the erection of 14 storey office building and the refurbishment of the existing buildings at 3 Smithy Lane and Carriage Works on Garden Lane / St Mary's Parsonage. The Committee considered an application for LISTED BUILDING CONSENT for the demolition of 31-33 King Street West and the refurbishment of the existing buildings at 3 Smithy Lane and Carriage Works on Garden Lane / St Mary's Parsonage with ground floor extension. Consideration of this proposal was deferred at the meeting of the Planning and Highways Committee on 6 July 2023 to enable a site visit to take place.

The proposal is for 4,849 sqm of office floorspace and the retention and improvement of the Grade II Listed 3 Smithy Lane and the Carriage Works, following the demolition of part of the listed complex and other buildings on site. Objections have been received from Historic England and Save Britain's Heritage about the loss of 31-33 King Street West and the impact of the new build on the retained listed buildings and the surrounding Conservation Area. Application referenced 135029/LO/2022 will need to be referred to the Secretary of State for a decision if Members are minded to approve this proposal.

The Planning Officer did not have anything to add to the report.

The agent appreciated the concern over the demolition and noted that not much Victorian heritage survived World War II. The applicant had spent 4 years to find the best solution for the mix of heritage and development. Sustainability is key and this site would support Manchester's zero carbon emission strategy. There was an ongoing demand for workspaces in the city and new offices would support more jobs. This application would bring an underused site back into use and open up Garden Lane and Smithy Lane. The agent hoped that the Committee could support the application.

The Planning Officer stated that the building to be demolished had very little remaining heritage and was listed as part of a complex. The proposal is large but this supported the restoration of the remaining listed buildings.

The Chair of the Planning & Highways Committee noted that the retention of heritage aspects was welcomed and invited the Committee to make comments or ask questions.

Councillor Riasat stated that the site visit was very useful to understand the context of the building and the proposal and was happy to see this modernisation and confirmed he supported this application.

Councillor Curley agreed that the site visit was useful. Once on site he understood the poor condition of the building and could see the value of saving the two buildings at the rear. This application offered a good resolution.

Councillor Davies referred to the pictures supplied showing current and proposed images and asked for them to be taken from the same viewpoint in future. She inferred that this was not a strong heritage site and added that the site visit was very revealing in that it assisted the Committee members in understand the site. The 2 buildings to the rear were worth preserving and Councillor Davies felt that it would be nice for the public to be able to see, if just on Open Heritage days. The courtyard was also a great gain from the project.

Councillor S Ali moved the officer's recommendation of Minded to Approve subject to conditions within the report.

Councillor Kamal seconded the proposal.

Decision

The Committee resolved to be Minded to Approve for the application, subject to conditions set out in the report.

PH/23/61 136874/FO/2023 - Echo Street, Manchester, M1 3QJ - Piccadilly Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing for erection of 3 interlinked towers of 27, 21 and 16 storeys together with intermediary link buildings (15 and 11 storeys) to form Purpose Built Student Accommodation (Sui Generis)

No objections had been received. MMU support the proposal.

The Planning Officer confirmed that this proposal included affordable student accommodation with 16% available at 80% of the market rate, secured via a Section 106 agreement that would bind the development and any successors.

The applicant stated that they were a leading provider and excited by the project on Echo Street. The scheme includes affordable accommodation. This was a high quality alternative to students living in HMOs and would free up housing stock.

The Planning Officer stated that this proposal essentially repurposed a previous approval for co-living and PBSA. It was now 100% student accommodation.

The Chair stated that this application would secure some affordable rental spaces for students which would be a positive outcome.

Councillor Curley concurred with the Chair's comments and noted that the development was made of the same sized units across the whole and this was welcomed.

Councillor Johnson stated that there was no concentration of large developments in this area. Piccadilly was growing but there was still a need for long term residents and the area was not established yet. Councillor Johnson asked if the cycle storage was under cover i.e., proper storage.

The Planning Officer confirmed that there was cycle storage inside and outside the building.

Councillor Kamal moved the officer's recommendation of Mind to Approve.

Councillor Hughes seconded the proposal.

Decision

The Committee resolved to be Mind to Approve for the application, subject to conditions set out in the report.

PH/23/62 136763/FO/2023 - Etihad Stadium (North Stand), Etihad Campus, Manchester, M11 3FF - Ancoats & Beswick Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing for alterations to the Etihad Stadium North Stand and adjoining land to provide an overall increase in Stadium capacity, hospitality, and concourse facilities available for use both during and outside of event days, an ancillary TV Studio (Sui Generis), a Roof-Walk Attraction (Use Class F1(c)) together with the erection of a 9 storey, 391 bed hotel (Use Class C1) with a further 10 suites provided within the North Stand of the Etihad Stadium for hotel or hospitality space (Use Class C1 / Sui Generis); restaurant at Level 1 (Use Class C1 / Class E), erection of an 8-storey building comprising: a new Club Shop and Ticket Office (Use Class E) at Ground and

Level 1, City Museum at Level 2, Leisure Attraction at Level 3 (Class F1(c)); and workspace (Class E) at Levels 4, 5, 6 and 7 and a new covered City Square fan zone and flexible event space with ground floor commercial, leisure, food and drink use (Use Class E and/ or drinking establishment (Sui Generis)) within each of the interrelated buildings adjoining the proposed square with associated landscaping and public realm works, servicing and access arrangements, and other associated works.

The proposal would extend the North Stand and include hospitality and concourse facilities which would also be available every day. Ancillary elements include a TV studio, roof walk attraction, 391 bed hotel, club shop and museum plus workspace for start ups and small businesses linked to the other users at the Campus. There would be a covered square forming an enhanced fan zone which would be supported by new food and beverage outlets. New public realm was proposed.

Lucy Powell MP (Manchester Central) supported the proposal. There had been 3 individual letters of support and 5 objections.

The Planning Officer did not add anything to the printed report.

The agent stated that the development involved over £300million of investment. It was a sustainable and world class proposal for a sports and leisure district which supports the economy and residents in East Manchester. The site would employ a 890 people over the construction period. £100million of supply chain expenditure and 3,000 jobs would also be created. The site would inject £70million into Manchester's economy and offer training and recruitment opportunities for local people. It would be a destination for football fans and other communities. The increased capacity at the Etihad as part of this development had been a relevant consideration. The scheme was future proofed and had been collaborated on with all stakeholders. This project also supports ambitions for net zero carbon by 2030.

The Planning Officer noted that all the agent's comments were within the report.

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

Councillor Hughes stated that he was a lifelong Manchester City supporter and felt that this was a great scheme for East Manchester. He noted that the club were staying in East Manchester for the long haul and the additional jobs provided by this development were much needed.

Councillor Riasat stated that this was a commercial investment that has transformed the area and added that this was the next step on that journey. Councillor Riasat spoke of his support for this application.

Councillor Curley added his support and stated that he was a fan of Manchester City's approach, naming Pete Bradshaw as a hard worker and congratulating the club on their work with apprenticeships which produced high quality opportunities.

Councillor Kamal moved the officer's recommendation of Minded to Approve for the application.

Councillor Hughes seconded the proposal.

Decision

The Committee resolved to be Minded to Approve for the application, subject to conditions set out in the report.

PH/23/63 Confirmation The Manchester City Council (Land at Sherwood Street & Wynnstay Grove) Tree Preservation Order 2023 - Old Moat Ward

The Committee considered the report of the Director of Planning, Building Control and Licensing concerning the background and issues involved in the making of a Tree Preservation Order (TPO) on 18 April 2023 and to recommend the confirmation of this Tree Preservation Order.

The Director of Planning recommends that the Planning and Highways Committee instruct the City Solicitor to confirm the Tree Preservation Order on land at Wynnstay Grove/Sherwood Street, under Section 199 of the Town and Country Planning Act 1990, and that the Order should cover the woodland as plotted T1 on the plan attached to this report.

The Planning Officer did not have anything to add to the printed report.

An objector addressed the Committee, stating that he was here as Head of Estate Management for the charity, Railway Paths who own this land and 350km of other property attached to disused railway lines, lots of which are public access, such as Manchester's Fallowfield Loop Line which adjoins this site. This was in conjunction with sister charity group, Sustrans.

The charity do not receive external funding so rely on construction projects on and around their sites. The charity needed to generate £750,000/£1million per year to keep running. The objector expressed his concern at how this TPO had been brought forward. No trees were at risk and there was a proposal made to the city council for potential social housing on this site. He believed the TPO application was flawed stating "one high quality tree" but added that this was not high quality woodland, and not accessible to the public. The site was used for fly-tipping, ASB and attracted rats and, regarding its visual amenity, its value was questionable. The charity had not had any discussions with the city council on this piece of land and the TPO may halt some much needed development. The TPO was premature and this site could be enhanced via the planning process. There was access to the Fallowfield Loop Line through Sherwood Street. Sustrans would like to enhance this area and the city council were supportive but unable to fund. Confirmation of this TPO would make any enhancements more expensive to deliver which would be contrary to aims of the charities efforts for the loop line and for the benefit of the public. In his closing statement, the objector requested that the Committee do not confirm this TPO and stated his desire to engage with the council on a proposal for social housing.

The Planning Officer stated that this process had been difficult. An arborist had been consulted and found 1 good quality tree on site. The application may have been pre-emptive to have control over what happens with the site in future. The Planning Team would work with the charity to give the trees any credence that may be deserved.

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

Councillor Curley stated that this was an unusual TPO that could stop development on a brownfield site. It was the first time Councillor Curley could recall that a TPO did not feel necessary and he expressed the need to have discussions.

Councillor Riasat enquired as to why there had been a TPO over a piece of land, how many trees were on the site and why the site was chosen.

The Planning Officer stated that this TPO came from a number of agents/consultants who felt the site was being marketed. This was a former railway site with some trees of scale and the general setting had been taken into account. The arborist's view was that there was a group value to the site. The council would have control over any development in future and were willing to speak with charities, having not had that approach previously for this site.

Councillor Lovecy stated that she was generally supportive of saving trees and groups of trees. She asked, if supportive of the TPO, how could someone propose to use the land for a worthy project, such as affordable housing.

The Director of Planning stated that there were numerous approaches and that a TPO does not preclude developers if the benefit of the scheme is seen as more worthy than the scheme could be approved.

Councillor Lovecy was satisfied that she could support the recommendation after hearing the Director's comments.

Councillor Curley stated that the Committee may need to know if the land is included in development land pockets as, if there was a housing partner interested, they would have to back away from any project if the site was not within a developmental plot. Councillor Curley felt that the Committee would need to see partnership out of courtesy and accountability and asked how urgent a decision was and whether this could come back to the next Planning & Highways meeting. Councillor Curley then moved to defer the application.

The Director of Planning stated that there was a set period to confirm a TPO and made checks with Planning Team members. Following making checks, the Director stated that the TPO would have to be determined at the next Committee meeting on 31 August 2023.

Councillor S Ali seconded Councillor Curley's deferral proposal.

Decision

To defer the TPO until the next Committee meeting on 31 August 2023.

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Application Number	Date of Appln	Committee Date	Ward
136812/00/2023	9th May 2023	31st Aug 2023	Cheetham Ward

Proposal Outline application for development comprising: Erection of a residential led mixed use development across severable plots comprising residential (Use Class C3a); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); a primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works (with all matters reserved)

Outline application for development with all matters considered: Demolition of existing buildings and structures.

Location Land At Red Bank, Victoria North, Manchester

Applicant FEC Northern Gateway Development Limited

Agent Mr Ed Harvey, Avison Young

EXECUTIVE SUMMARY

This Outline application is for a residential led development, with a clubhouse, a health centre, a primary school, infrastructure, public realm and landscaping.

One letter of support has been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This is a strategically important brownfield site specifically identified to create new homes as part of supporting the growth of the city centre. The proposal would provide 3250 homes in a range of house types and sizes with family and age friendly accommodation. 75% of the accommodation would be 2 or 3 bedroom and the applicant has committed to providing 20% affordable housing across the development subject to viability

The site would form a new neighbourhood and deliver the strategic objections of the Northern Gateway Strategic Regeneration Framework (SRF).

The site is highly accessible and close to public transport. Up to 3250 cycle spaces would be provided. Significant Public realm and street trees would enhance the local environment and enhance the setting to the River Irk.

Economic 4640 construction jobs would be created annually for the duration the 10 year construction period. It is anticipated that 1362 jobs would be taken by Manchester residents. The GVA associated with those jobs would be £56.8 million of which £15.7 million would be created directly in the Manchester economy.

6066 new residents would generate annual net expenditure of £44.1 million per annum within Manchester and £5.7 million per annum in Council Tax. Increased expenditure in the area is estimated to be in the region of £58.8 million per annum

Social The proposal would deliver 3250 new homes on a remediated brownfield site. 75% would have 2 and 3 bedrooms. The applicant is committed to providing 20% affordable housing, subject to viability, in line with the commitments outlined in the Joint Venture (JV) Partnership. The applicant would work with other partners to help deliver affordable housing. A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. A health centre and primary school, providing 210 school places, would support the new neighbourhood. Public realm would improve connectivity and provide a pedestrian friendly environment.

Environmental This would be a low carbon development and the location is highly sustainable. It would be highly efficient and include renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are complex but can be remediated. Surface water run off would be minimized and drainage includes blue and green infrastructure. The indicative layout, height and scale is in line with the aspirations of the SRF. The biodiversity net gain would exceed 10%.

Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The anticipated impacts on daylight/sunlight, overlooking and wind conditions are considered to be acceptable in this context. Matters relating to construction impacts are not expected to be significant and can be managed.

A full report is attached below for Members consideration.

Description

This 11.21-hectare site is located to the east of Red Bank and is formed by three distinct areas:

- Red Bank Plateau;
- Red Ban Viaduct. And
- New Town (not part of this outline application).



Boundary of the application site and development areas

St Catherine's Wood and New Town do not form part of the application boundary.

Red Bank Plateau is bounded by Barny's steps, St Catherine's Wood and Red Bank. The site previously contained industrial development and vegetation which have been cleared. Red Bank Viaduct and the former railway sidings are the only remaining features at the site.

Red Bank Viaduct is bounded by Red Bank, the River Irk, Dantzig Street and the railway line. The Green Quarter is to the west. The area contains hardstanding and surface car parks and a commercial unit. There are commercial uses in the Viaduct and arches.

New Town which form part of the site are bisected by Watford Street. To the west of Watford Street is an area of hardstanding which has been used as car parking and as a site for travellers.

The site is in Flood Zone 1, 2 and 3 and a critical drainage area. The Cheetham Hill junction drain and the River Irk run through the site. There are mature trees at the site none of which are protected. The site is not within a conservation area although there are 16 listed building nearby, the closest being the Grade II listed Union Bridge to the southeast. The Manchester Air Quality Management Area (AQMA) is 150 metres along Cheetham Hill Road.

Victoria Station is nearby and provides access to trains, trams and bus services. There are also amenities in the local area and in the railway viaduct. The shops, services and amenities of the city centre are within walking distance.

The Applicant is the City Council's investment partner to regenerate 155 hectares of land at Victoria North over the next 10 to 20 years to create a thriving neighbourhood and support change and regeneration in Collyhurst.

This application should be read in conjunction with application 136814/FO/2023 for a phased residential development comprising three towers on land bounded by Dantzig Street, Dalton Street and the railway. The site is part of the same masterplan, and the Environmental Statement covers both applications to understand the environmental impacts on both developments.

Planning History

Planning permissions have been granted at the site to carry out enabling works and £51.6 million grant has been secured from the Government's Housing Infrastructure Fund (HIF) to help facilitate development. Enabling and infrastructure works would enable the future delivery of homes and green spaces at Red Bank.

The relevant planning permissions are:

132252/VO/2021: City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood Approved 23.12.2021

133143/VO/2022: City Council Development for the creation of development platforms, including remediation and earthworks, and change in site levels, to allow delivery of future residential-led development at the Red Bank Neighbourhood, together with the construction of a new road and priority junction from Red Bank, new drainage infrastructure, utility and services connections and diversions, preparatory tree and shrub clearance, and demolition of certain existing structures, along with the creation of new and improved green infrastructure and landscaping including the improvements of St Catherine's Wood to form part of a City River Park, and other associated works Approved 14.07.2022

135190/VO/2022: City Council Development for utility and services connections and diversions to Dantzig Street, Dalton Street and Collyhurst Road associated with the delivery of future residential-led development at the Red Bank Neighbourhood, Victoria North Approved 08.12.2022

137079/JO/2023: Variation to planning permission 133143/VO/2022 to amend conditions 4 (CMP), 7 (Ground Conditions), 10 (Drainage) and 16 (Invasive Species) following the introduction of a phasing planning condition together with the submission of details in connection with conditions 5a (local Labour), 9 (Piling), 18a (Tree Replacement and BNG strategy) and 20 (Boundary Treatment) Approved 04.08.2023

The applicant is delivering 634 homes at Victoria Riverside in New Town in towers of 37, 26 and 18 storeys with commercial accommodation, landscaping and public realm (126944/FO/2020). This follows the completion of 756 homes at Meadowside around Angel Meadow (116366/FO/2017).

Development has commenced at Collyhurst Village with 168 homes, 76 apartments, commercial units and the creation of a public park (129393/VO/2021); and at South Collyhurst: with 14 townhouses, 16 apartments and landscaping (130514/VO/2021).

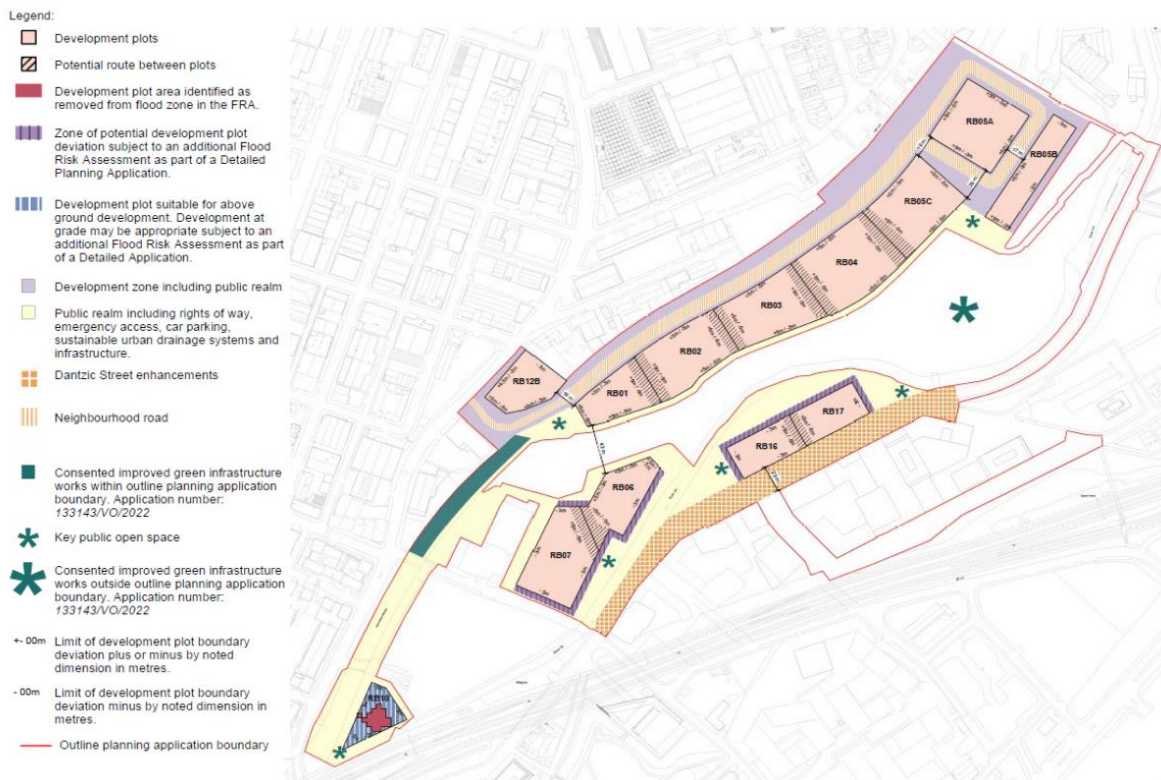
The Proposal

The application is for outline planning permission for:

- Up to 3,250 homes (C3);
- Up to 6,300 sqm of non residential development (Use Class E, F and Sui Generis);
- Up to 3,250 sqm clubhouse residential amenity building;
- Up to 3,250 sqm health centre (Use Class E);
- Up to 2,750 sqm primary school (Use Class F1 (a));
- Cycle provision (up to 3,250) and 12% car parking.

Development would take place on a the following development plots:

- Red Bank Plateau – development plots RB01 to RB05C and RB12B;
- Red Bank Viaduct – development plots RB06, RB07 and RB10; and
- New Town – development plots RB16 and RB17.



Development Plots

Approval is also sought to demolish buildings and structures at plots RB07, RB10, RB12B and RB17.

The homes would be for a mixture of market sales and build to rent. Most of the plots would contain homes except plot RB05C which could either be residential or a primary school.

There would be up to 798, 1 bed properties (25%), up to 2053, 2 bed properties (63%) and up to 399, 3 bed properties (12%).

Up to 7000 sqm of Use Classes E, F and Sui Generis accommodation is proposed. This would include clubhouse amenity building for the residents, health centre and primary school.

The building heights for the development areas is as follows:

- Red Bank Plateau – ranging from up to 73 metres AOD (up to 8 storeys) and up to 123 metres AOD (up to 23 storeys);
- Red Bank Viaduct – ranging from up to 124 metres AOD (up to 27 storeys) and up to 211 metres AOD (up to 55 storeys); and
- New Town – ranging from up to 98 metres AOD (up to 19 storeys) and up to 155 metres (up to 37 storeys).



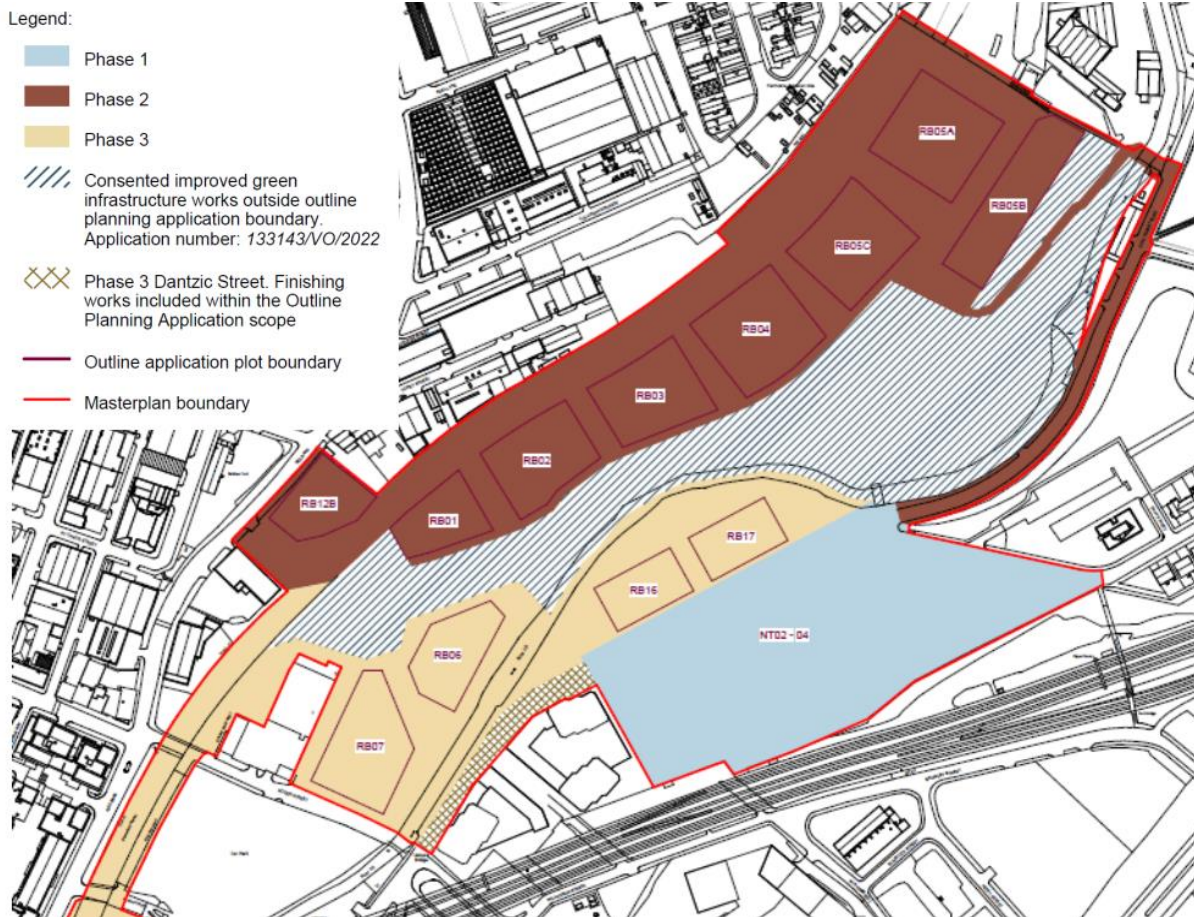
Building height parameters plan

Hard and soft landscaping and public realm would be included with the creation of focal squares, formal and informal play areas. The details are indicative at the outline stage but it is anticipated that the proposals would emerge as follows for each area:

- Travis Island Wetland at New Town – would be a terraced landscape north of plots RB16 and RB17. The green space would taken advantage of the relationship with the River Irk and would include trails, walking routes and a small public square;
- Red Bank Viaduct – streets would have high quality public realm. Union Waterfront and Red Bank terraces were approved as part of the HIF permissions. Brewery Square would contain restaurants and amenities.
- Red Bank Plateau – public realm in Red Bank Square and St Catherine’s Square. The public realm from Red Bank Square would step down into Red Bank Terraces. St Catherine’s Square would be next to St Catherine’s Wood and would include the clubhouse which would contain co-working spaces, a café, play facilities and a primary school.

Access would be from Red Bank along the new access road approved as part of (133143/VO/2022). There would be up to 3,250 cycle spaces which is one space per home, with visitor cycling parking in the public realm. 325 car parking would be provided (12%) including 21 accessible 6.5%. There would be 25 spaces for non-residential uses. Design and appearance would be considered in detail as part of Reserved Matters applications.

This would be a phased development with detailed matters secured via the submission of Reserved Matters application or full planning applications. The indicative phasing for the development is detailed below and is expected to take up to 10 years.



Phasing plan

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement;
- Planning Statement;
- Crime Impact Statement;
- Environmental Standards Statement;
- Fire Strategy;
- Local Labour Statement;
- Statement of Community Involvement;
- Sustainability Strategy;
- Tall Building Statement;
- Biodiversity Net Gain Assessment;
- Utilities Statement.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Townscape and Visual Impact;
- Ecology and Nature;
- Cultural Heritage;

- Ground Conditions;
- Flood Risk and Drainage;
- Transport and Access;
- Air Quality and Dust;
- Noise and Vibration;
- Daylight and Sunlight;
- Wind Microclimate;
- Socio-Economics;
- Health and Wellbeing; and
- Climate Change.

Land Interest Members are advised that the City Council has an interest in this application as land owner and are reminded that they must disregard these interests and exercise their duty as Local Planning Authority only.

Consultations

Publicity The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings, and being EIA development. Site notices were displayed, and a notice placed in the local press. Notification letters have been sent to an extensive area of residents and businesses.

A letter of support states that whilst the development would impact on the view from their apartment, but they would rather live in an area with amenities and facilities and therefore support the development and wish that it gets built quickly.

The Wildlife Trust for Lancashire, Manchester and Merseyside welcome the commitment to achieve a greater than 10% uplift in Biodiversity Net Gain (BNG) and are aware that Greater Manchester Ecology Unit (GMEU) require an specific off site mitigation site to be identified. However, the landscape masterplan indicates that offsite mitigation is no longer required to achieve the greater than 10% uplift. The metric to demonstrate this is not within the submission. The recommendation of GMEU should be followed. The ecology study identified a single record of Yellow Birds nest. The reason for scoping this out of the assessment is not clear.

Highway Services junction improvements are required at Red Bank/Roger Street/Lord Street and Cheetham Hill Road/Lord Street. There would also be a requirement to re-validate the SCOOT at Cheetham Hill Road/Lord Street and re-position the SCOOT loop/ducting at Lord Street. Connectivity and routes need to be improved including signage and wayfinding. The level of parking is acceptable. A management plan and a refuse and servicing strategy is required for Plateau Avenue. A Road Safety Audit would also be required once further details on the proposal are known. A travel plan and construction management plan should also be agreed.

Environmental Health conditions are required to agree fume extraction, lighting, plant and a construction management plan (particularly noise and dust control). Wheel washing should be employed. Noise assessment for the residential and commercial accommodation would be required (including overheating strategy). Lighting details, waste management, delivery hours (including noise mitigation plan)

and measures around air quality are required to be agreed. Further site investigation work and gas monitoring is required regarding ground conditions.

Works and Skills Team recommend a condition requiring a local labour scheme.

Neighbourhood Services (Trees) the landscaping scheme appears to be acceptable subject to further details relating to species and trees.

Flood Risk Management a drainage strategy shall be agreed together with management arrangements.

Environment Agency have no objections subject to subject to conditions relating to compliance with the Flood Risk Assessment (FRA), phasing strategy (both for enabling works and construction works), landscape and ecological management plan, groundwater and contaminated land including verification works, no infiltration works, piling and borehole management.

Network Rail no objection

Greater Manchester Archaeology Advisory Service (GMAAS) the area between Dantzig Street and the River Irk, comprising development plots RB16 and RB17, could contain below-ground remains of archaeological interest, including back-to-back housing on Back Water Street and a rope walk. A condition should require intrusive archaeological investigation in advance of development of these two plots.

Great Manchester Ecology Unit (GMEU) vegetation clearance should not take place in bird nesting season. Trees and woodland areas should be protected during construction works. The demolition works should not take place until a Regulation 55 licence is issued to the Council. Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam have been recorded on the site. A method statement should be prepared giving details of how these plants are to be controlled during the course of any development.

Natural England the proposal would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Historic England no comments.

Sport England object as the demand for sporting provision has not been adequately addressed in the submission and fails to meet section 8 of the NPPF. There should also be sports facilities associated with the primary school and this should include community access.

Design for Security at Greater Manchester Police the scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

Health and Safety Executive (HSE) a condition should require the submission of a fire statement at the Reserved Matters stage.

Aerodrome Safeguarding advise conditions relating to improving the radar as a result of plot RB10.

Policy

The Development Plan

The Development Plan consists of the Core Strategy (2012); and saved policies of the UDP. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved. Planning applications 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.

Manchester Core Strategy

SO1. Spatial Principles –The proposal would deliver high quality homes, a new school, health centre, amenities and public realm in a highly sustainable location in a strategic regeneration area. .

SO2. Economy – High quality homes in this sustainable location would support economic growth. It would create local employment during construction.

SO6. Environment – This would be low carbon and highly sustainable development using up to date energy efficiency measures in the fabric and construction. The proposal would prioritise walking, cycling and public transport and minimise parking. A comprehensive public realm and landscaping scheme would include tree planting with a 10% biodiversity net gain.

Policy SP1 'Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Red Bank in this strategic regeneration area. The proposal would transform a derelict and vacant site with high quality building and public realm. A new neighbourhood would be created including a primary school, health centre and amenities.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The homes would be close to all forms of sustainable transport and would deliver a significant amount of new housing.

Policy CC9 Design and Heritage –The development would deliver space standard complaint homes. The report considers the impact on heritage assets in detail below.

Policy CC10 A Place for Everyone – The proposal would complement regeneration at Victoria North and Lower Irk Valley. It would be fully accessible with accessible parking space. Provision would be made for on site electric vehicle charging.

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

Policy T2 ‘Accessible areas of opportunity and needs’ - There would be minimal impact on the local highway network and sustainable forms of transport would be encouraged. Public realm improvements would create safe walking and cycling.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. It would include larger homes, attractive to families. High quality amenity spaces are proposed, and waste management would support on site recycling objectives.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in Victoria North and add to the supply of good quality homes in a highly sustainable area. The fabric would be efficient with other sustainable features and sustainable drainage.

Policy H3 ‘North Manchester’ – The proposal would provide high density homes with 75% having 2 and 3 bedrooms which would be suitable for families.

Policy H8 ‘Affordable Housing’ – The applicant is committed to providing 20% affordable housing subject to viability and deliverability. Each phase would be the subject of a viability review to determine the level of affordable housing that could be provided. The viability would be reviewed at a later date if necessary. A monitoring arrangement would continually review the level of affordable housing.

Policy EN1 ‘Design principles and strategic character areas’ – The scheme would enhance the regeneration of the area with high quality place making and public realm including a 10% biodiversity net gain.

Policy EN2 Tall Buildings This proposal would have a positive impact on views into the City and the regeneration of the area. It would complement the City’s built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. It would be close to the City Centre, is not in a conservation area and is close to public transport. This is a highly sustainable location and energy efficient and low carbon have principles would be embedded into the scheme.

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

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ –The building fabric would be energy efficient, and they would be designed to minimise energy demands. A travel plan, cycle provision and electric car charging points are proposed. Renewable technologies would ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The buildings would have a robust energy strategy. There are no plans for district heating or other infrastructure in the area.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce energy demands. The

fabric would be high quality and energy costs should remain low. The proposal includes on site renewable energy.

Policy EN9 'Green Infrastructure' – The biodiversity and ecological value of the site was established as part of the HIF planning applications. The development would provide street tree planting and landscaping. Green infrastructure to the park and other areas of public realm would improve biodiversity achieving a 10% net gain.

EN11 'Quantity of Open Space, Sport and Recreation' – The proposal would significantly improve public realm and place making. Informal play space would be child friendly and support families. The residents would have access to the multi use games area and other amenity spaces created at Red Bank.

Policy EN14 'Flood Risk'- Surface water runoff would be minimised. Flood risk would not be exacerbated and the risk to residents has been minimised. Mitigation measures are proposed.

Policy EN15, 'Biodiversity and Geological Conservation' - Trees and planting would support a biodiversity net gain of 10%. The limited remaining vegetation should not be cleared during bird nesting season.

Policy EN16 'Air Quality' - The impact on air quality would be minimised during construction. There would be 10% parking provision and public transport would be promoted. There would be a travel plan, cycle spaces and EV charging points.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The historic use of the site means there is evidence of below ground contamination which could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, 'Contaminated Land' – Ground conditions are complex but can be dealt with. Conditions would protect ground water and ensure the site is remediated.

EN19 'Waste' – The waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

Policy DM2 'Aerodrome Safeguarding' – The proposal would require radar mitigation as a result of plot RB10. This is secured as part of a planning condition.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure the appropriate level of affordable housing for the development and enable the viability to be reviewed at a future date in line with the requirements of policy H8.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

Saved Policy DC7 ‘New Housing Developments’ – This would be a high quality accessible development.

Saved policy DC19 ‘Listed Buildings’ - The proposal would have minimal impact on the setting of nearby listed buildings.

Saved policy DC20 Archaeology - The Council will give careful consideration to proposals which affect on sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

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

Saved policy E3.3- The proposal will provide a high quality building on Red Bank and enhance the appearance of this important route in Victoria North.

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

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

–Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment.

- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and

design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

–Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

–Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council’s Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;

- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with 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.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "*shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England*". The strategic plan endorsed an extended City Centre boundary which includes the application site and New Cross.

The plan states that the growth of the City Centre “*has contributed additional homes, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy*”

The expansion of the City Centre boundary to include areas such as Northern Gateway (now known as Victoria North) is vital in terms of delivering the City’s growth objectives for residential, commercial and population growth.

The plan recognises the role of Northern Gateway in terms of delivering residential growth and providing high quality homes in line with the regeneration framework. The strategy recognises that the incorporation of NOMA, New Cross and the Irk Valley within the City Centre boundary will allow for better linkages with the communities of North Manchester to the City Centre and provide a catalyst that can drive further residential development.

Manchester Strategy (January 2016)

The strategy sets the long-term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

Manchester Northern Gateway Strategic Regeneration Framework (2019)

The Northern Gateway SRF was endorsed by the Council’s Executive on 13 February 2019 and is a material consideration in the determination of this proposal. It identifies 7 neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and Eggington Street and Smedley Dip.

The regeneration of the Northern Gateway will need to integrate these neighbourhoods, provide connections, and achieve high-quality place making, to ensure comprehensive regeneration. The SRF sets out a vision to deliver approximately 15,000 homes with social and physical infrastructure including a new City River Park which will connect Queens Park and Angel Meadow.

The site is in the Red Bank neighbourhood. A residential neighbourhood is envisaged together with social and community infrastructure and commercial uses. A mix of housing sizes and tenure would be provided to create a dynamic neighbourhood. Apartment and townhouses would be created including accommodation suitable for families. Residential development would be focused to the north of St Catherine’s Wood and the Red Bank Viaduct and in the development areas to the south and west of the river.

The SRF goes on to state the proximity to the city centre and the Green Quarter provide a context for high density urban form at Red Bank siting that a appropriate density at Red Bank would be critical to deliver sufficient accommodation to support vibrant non residential uses.

The SRF stipulates that care should be taken to ensure that the massing of development in Red Bank transitions seamlessly from the Valley floor to the upper plateau. Buildings in the south of Red Bank should respond to the precedents for height set by nearby developments.

The SRF identifies that there is potential for a tower to act as a landmark at the junction of the disused viaduct and the operational railway, to enable the emergence of a vibrant public realm animated by the potential reuse of the viaduct. Taller elements are also envisaged on the valley floor, south of the river and north of Dantzig Street. South of the Red Bank Viaduct, the potential to punctuate massing with well-considered towers. The western tip of the plateau also presents an opportunity for a landmark building to reinforce the gateway to St Catherine's Wood from the Honey Street area. There is also an opportunity to provide a landmark building at the northern edge of the neighbourhood close to Barney's Steps, to maximise views over the valley corridor.

The character of the plateau overlooking St Catherine's Wood will be strongly defined by woodland, topography, and valley views. The SRF states that the massing would be in the range of 8 to 12 storey stepping down to 4 storey towards the valley to ensure a mix of typologies and family housing.

Wherever possible, blocks should be oriented towards the Irk Valley to maximise views to greenery from residential units and in the public realm. Housing fronting the northern edge of St Catherine's Wood will overlook the green space and merge into the existing valley, and natural landscape. Views to the city centre skyline will also be prioritised.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework, which has now been superseded by the Northern Gateway SRF, sought to guide future development in the area as part of establishing new developments and supporting public realm, highways and other infrastructure as part of a residential led neighbourhood.

The framework established core principles that sought to complement adjoining regeneration areas and coordinate with the principles established within the frameworks of these areas. The idea of connectivity from the City Centre and NOMA to areas and existing communities of Collyhurst in the north together with New Cross to the east and Angel Meadow to the south was seen as vitally important as part of improving connections, new development and high-quality public realm.

North Manchester Strategic Regeneration Framework (SRF) (October 2012)

This document aims to guide the regeneration and development of north Manchester. The application site is located between the City Centre fringe and the

inner core. It notes that development in the City fringe area should contribute to the growth of the City and be high density, accommodating a mix of uses.

The priority for North Manchester is to support to the growth of the City Centre by ensuring a coordinated approach and make the most of land available for high density development. There should be a mix of uses with offices, residential located alongside leisure and retail uses.

The inner core is an area of housing led transformation. This will focus on utilising underused land and connect areas such as Collyhurst and Lower Irk Valley to the advantages of the City Centre. The document also outlines that over 2000 new homes will be delivered in this area as well as complementing proposals within the NOMA area and other northern gateway proposals

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *'Delivering a sufficient supply of new homes'* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'* (paragraph 60).

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site In a key regeneration area for up to 3,25 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. The level of affordable housing is not yet known, however, the applicant is committed t providing 20% affordable housing across the development subject to viability. This is considered in further detail within the report.

Section 8 *'Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (para 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking including accessible parking. New public realm and green infrastructure would be provided which would include a 10% net gain in biodiversity.

Section 9 *'Promoting Sustainable Transport'* states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can*

help to reduce congestion and emissions and improve air quality and public health' (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 112).

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes (paragraph 120).

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123).

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would re-use a largely vacant site. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. Up to 325 new homes would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of*

sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process” (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient, and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a). There is contamination at the site from its former uses/buildings. The ground conditions are not usual or complex and can be appropriate remediated.

Paragraph 185 outlines that decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short-term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and

suitable mitigation can be put in place during construction. There would be a travel plan and access to public transport 20% of parking fitted with EV charging points.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197).

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay,

where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;

- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Townscape and Visual Impact;
- Ecology and Nature;
- Cultural Heritage;
- Ground Conditions;
- Flood Risk and Drainage;
- Transport and Access;
- Air Quality and Dust;
- Noise and Vibration;
- Daylight and Sunlight;
- Wind Microclimate;
- Socio-Economics;
- Health and Wellbeing; and
- Climate Change.

The proposal is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

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

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and must continue to provide new homes for a growing population and commercial and recreational developments.

Manchester's population has continued to grow rapidly and is expected to increase considerably by 2030. This, together with trends and changes in household formation, requires additional housing. Around 3,600 homes are required each year to provide the right quality and diversity of homes to support the increasing population which is critical to continued growth and success.

The North Gateway Strategic Regeneration Framework (SRF) seeks to guide future development in this area. It identifies high quality regeneration in this area to create a lively new neighbourhood with a mix of uses to support high quality place making.

The vision for Red Bank is a residential led neighbourhood with an opportunity to establish higher density housing types and tenures with non-residential active frontages on the ground floor. The predominant building type would be apartments, town houses and larger duplexes.

The proposal would support the principles of the SRF and the economic growth objectives of the City Centre. It would develop a brownfield site with up to 3250 homes, 6300 sqm of commercial space (including residents amenity space), a health centre, a primary school, public realm and infrastructure.

This would have a significant positive impact on the City's housing supply and create new and enhanced linkages with communities adjacent to the city centre. The applicant has indicated that they would deliver new homes that meet City Council's space standards.

Retail and leisure uses would support the new community at Red Bank and existing residents who live in the area. Up to 6,300 sqm of Use Classes E, F and Sui

Generis would be created. Although the Red Bank area historically fell outside of the city centre boundary, it is now in a key growth area of the city centre. Main town centre uses would be acceptable to support the new neighbourhood and it is not necessary to carry out any sequential testing or impact assessment on the suitability of this level of commercial floorspace here.

The public realm would create permeability, accessibility and connectivity, through the site, and to nearby developments. There would be a new area of public realm along the River Irk. A primary school and health centre would support families locating in Red Bank.

This proposal would be a catalyst in the regeneration of Victoria North and help to realise the vision of the SRF as underpinned by policies SP1, EC1 and EC3 of the Core Strategy.

Significant economic and social benefits include the creation of approximately 4640 temporary construction jobs over the construction period. 1362 jobs could be taken by Manchester residents and a Local Benefit Proposal would support this. The GVA associated with these jobs would be £56.8 million to the regional economy with £16.7 million in Manchester. 657 net jobs would be created in the supply chain, 193 from Manchester. This would generate up to £24.2 million at the regional level and £11.1 million for Manchester.

6066 new residents would generate annual net expenditure of £44.1 million per annum within Manchester and £5.7 million per annum in Council Tax. Increased expenditure in the area is estimated to be in the region of £58.8 million per annum. A Local Benefit Proposal would ensure that these economic and social benefits are fully realised.

These socio-economic benefits are significant. The site would be redeveloped to support economic and population growth, creating jobs and increasing local spending and taxation. There are significant benefits associated with the development including public realm.

The development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

Policy H8 requires new development to contribute to the City-wide target for 20% of new homes to be affordable. Developers should provide homes for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need,

any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 3250 new homes, 6300 sqm of commercial floorspace, clubhouse. Health centre, primary school and new public realm and place making. The delivery of homes and the regeneration of the site is a key Council priority. The significant amount of residential and commercial development proposed would support economic growth.

The homes would comply with the Residential Quality guide. Public realm would be enlivened through active frontages and would open up access to the River Irk. New public squares and linkages would benefit the wider area. Whilst the energy strategy is not yet know, this would be an energy efficient and low carbon scheme.

The applicant has provided a commitment through the JV Partnership with the City Council to deliver 20% affordable housing across Victoria North. It is anticipated that the applicant would work with other partners and Registered Providers to maximise the levels of affordable housing in the area.

As this application is at the outline stage, and a detailed proposal has not been prepared, it is not possible to confirm all costs associated with delivery. In order to ensure that developments are viable and deliverable, detailed viability appraisals would be prepared for future Reserved Matters applications. This would help determine the level of affordable housing in each phase and agree matters such as the benchmark land value, profit levels and costs.

Where it is not possible to secure an initial affordable housing contribution, the viability would be reviewed prior to the occupation to determine if an uplift in affordable housing can be provided. A monitoring arrangement would track the level of affordable housing in each phase to ensure that 20% affordable housing is delivered across the scheme as a whole.

This is in line with the requirements of policy H8 and the arrangements for securing affordable housing at the development would be secured by way of a legal agreement.

Climate change, sustainability and energy efficiency

The proposal would be low carbon in a highly sustainable location with all forms of public transport nearby. The construction process would minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use materials sustainably.

There would be 12% car parking which would be fitted with electric vehicle charging points. Active travel and linkages would be improved to promote safe and secure pedestrian movements. A travel plan would encourage residents to use public transport. There would be 3250 cycle spaces with more spaces in the public realm.

New buildings would be electric with renewable energy sources used such as heat pumps. As there are no detailed proposals at this stage, it is not possible to determine the carbon reductions against the Building Regulations. Environmental Standards Statements would be submitted with all future submissions to determine this including a mechanism to verify what level of reduction has been achieved.

Trees would be planted with low level planting and shrubs and bird and bat boxes are proposed. These measures would improve biodiversity and provide an efficient drainage system which would minimise the effects of surface water.

Impact of the historic environment and cultural heritage

The site is not in a Conservation Area but nearby Listed Buildings could be affected. The urban grain around the site is a mixture of low quality car parking, cleared sites and industrial buildings, dominated by the railway arches. The nearest homes are those under construction at Victoria Riverside. The site previously contained industrial buildings.

There are 35 Listed Buildings, with one Grade I, one Grade II* and 33 Grade II, and three Conservation Areas within the 300m study area and 68 non-designated heritage assets. A Heritage assessment within the Environmental Statement focused on the listed buildings within 300 metres of the site. 1 listed building and 3 designated heritage assets would be immediately affected and consideration of the impact of the proposal on these assets is required by the NPPF. The impact on the setting of these heritage assets, including those within the wider search area, was evaluated within the townscape assessment above.

Union Bridge (Grade II) is a former public road bridge spanning the River Irk and is situated on the opposite side of Dantzic Street. It has a single, low segmental arch constructed from sandstone ashlar and creates a pedestrian link to the site from the car parking at Roger Street. Historically the bridge was an important link across the Irk connecting the industrial sites which once dominated this area. Whilst the condition of the bridge is poor, its heritage significance remains high architectural, function and of local historic interest.

Lancashire and Yorkshire Railway Viaduct (non-designated heritage asset) carries the railway across the area and is a dominant feature in the local area. The structure is of simple and standard design and is not considered to be of any significant architectural merit.

Red Bank Viaduct (non-designated heritage asset) is located at the northern edge of the site. This was the Manchester, Whitefield and Radcliffe line from Victoria Station. The viaduct is no longer in use by trains with the sidings be removed.

Barney's Steps (non designated heritage asset) at the northern extent of the site and is a footbridge over the railway sidings that was depicted in several LS Lowry paintings and drawings.

The scale of the impact and the impact on the significance of the heritage asset would be low and has been considered against the tests in the NPPF. There would be some heritage benefits from the removal of this vacant site from the setting of these heritage assets and the enhancements through landscaping and place making.

The key conclusions and impact on the significance of the heritage assets, within the relevant viewpoints, is summarised as follows:

Union Bridge (Grade II) the proposal would be visible within the immediate environs of the bridge. The significance of the bridge would remain legible and understood and better appreciated because of increased footfall. The significance of the bridge derives from its role as a pedestrian link across the Irk which would remain intact. The proposal would enhance the public realm in close proximity to the listed structure. The significance of the bridge would be retained with visitors being able to enjoy its features and cross the river Irk.

Lancashire and Yorkshire Railway Viaduct (non-designated heritage asset) is a substantial structure. Given its scale and dominance, it would remain understood as a piece of rail infrastructure. The viaduct is located outside of the site so it would remain legible and understood in the area.

Red Bank Viaduct significance is derived from its historical and architectural value, as a surviving 18th century viaduct, and a reminder of the importance of railway infrastructure. It has lost its historical association with the railway with the surrounding area now overgrown waste ground. Although no works are proposed to the viaduct as part of this application, the setting of the viaduct would be improved as a result of the significant new public realm around the structure.

Barney's Steps would not be affected. The footbridge has lost its association with the railway which it once crossed and appears to no longer be in use. Its historical use is still legible and understood in this context and would be able to be appreciated by new residents and visitors.

This major development would be seen in the same context of a number of heritage assets. It would, in most instances, result in a low level of *less than substantial harm*, as defined by paragraph 202 of the NPPF, to the setting and significance of the identified heritage assets. However, in each instance the heritage assets would remain legible and understood and the harm would be outweighed by the substantial regeneration benefits that this development would bring. This would provide the public benefits required by the paragraph 196 of the NPPF outweighing any harm which arises. These public benefits are considered in detail below.

Impact Assessment

The proposal would result in instances of very low level of less than substantial harm through changes to the setting of the Union Bridge and other non-designated heritage assets in the area being seen in the same context as the development on a wider city scale.

It is therefore necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be) (paragraph 193 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF.

This is a development site, as defined by policy SP1 of the Core Strategy, in one of the City's key regeneration areas. Its vacant condition has at best, a neutral impact on the area and the surrounding heritage assets. This proposal would regenerate the site in line with Council policy and deliver homes in a new neighbourhood. There would be construction jobs and Council Tax revenue from the new homes.

The level of harm would be low level as the significance of the heritage assets would remain legible and understood both individually and where there is group value.

Mitigation and public benefits are derived from the delivery of a key component of the Northern Gateway SRF. The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Impact on Archaeology

An archaeology assessment demonstrates there is archaeological interest relating to the area between Dantzic Street and the River Irk, at development plots RB16 and RB17. This area could contain below-ground remains of archaeological interest, including back-to-back housing on Back Water Street and a rope walk.

These plots should be subject to further investigation secured by a planning condition. The other plots in this site are subject to investigation under the enabling works planning permissions.

A condition should be imposed regarding archaeological investigations. This would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Townscape and visual impact Assessment

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013*.

The magnitude of the impacts, both beneficial and adverse are identified as very large, large, moderate, slight or neutral. the townscape assessment considered 10 key view, including cumulative impacts shown in wire lines. The effect of the development on the above viewpoints can be summarised as follows:

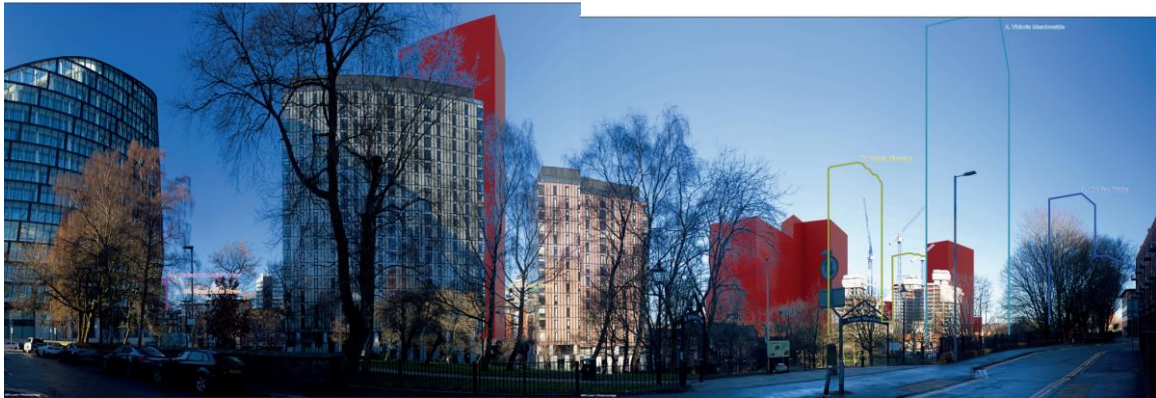
- Viewpoint 1 - St Michael's Flags and Angel Meadow Park;
- Viewpoint 2 - Corporation Street;
- Viewpoint 3 - Manchester Cathedral;
- Viewpoint 4 - Smithfield;
- Viewpoint 5 - Ancoats;
- Viewpoint 6 - Rochdale Road (Railway Bridge);
- Viewpoint 7 - Dantzic Street;
- Viewpoint 8 - Sand Hills Park, Collyhurst;
- Viewpoint 9 - Dalton Street;
- Viewpoint 10 - Queen's Road (near Metrolink);
- Viewpoint 11 - Queen's Park;
- Viewpoint 12 - Miles Platting;
- Viewpoint 13 - Manchester Fort;
- Viewpoint 14 - North Street;
- Viewpoint 15 - St Chad's Street;
- Viewpoint 16 - Red Bank; and
- Viewpoint 17 - Rochdale Road.

Viewpoint 1 is on Old Mount Street from a significant urban green space. The park provides a degree of openness and the changes in levels is evident. The park is surrounded by dense urban development with two residential buildings on its north western edge and 1 Angel Square. The grade II listed Charter Street Mission is visible beyond the park. Several tall buildings are under construction to the north east of the view at Victoria Riverside.



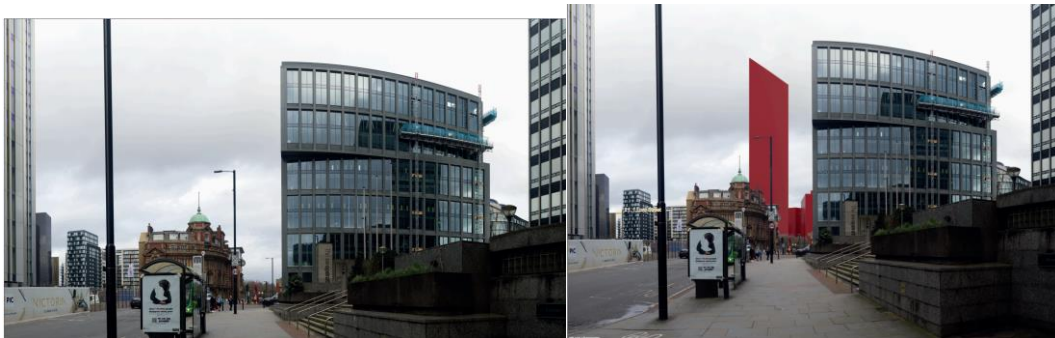
Viewpoint 1 St Michael's Flags and Angel Meadow Park (existing)

The proposal would change the view significantly with the vacant areas beyond the existing residential building developed with buildings of significant scale and density. This would complement the character of the NOMA and the other developments taking place in this part of Victoria North and have a positive impact.



Viewpoint 1 St Michael's Flags and Angel Meadow Park (proposed Cumulative)

Viewpoint 2 is on Corporation Street, on the boundary of the Shudehill conservation area, looking towards Miller Street/Cheetham Hill Road. It is a long-distance view of the site. The Cooperative Wholesale Society Building and New Century House, grade II, are on the eastern side of Corporation Street. The decorative façade of Parker's Hotel, grade II, contrasts with the recently completed 4 Angel Square. There is a cluster of modern, tall buildings at this junction alongside New Victoria. The façade of Victoria train station can be seen to the south-west.



Viewpoint 2 Corporation Street (existing left) (proposed right cumulative)

The proposed taller elements would be highly visible. Most of the proposal would be screened in this view, but it would feel more developed, particularly the backdrop of the listed Parker's hotel and the historic pattern of development. The proposal would complement the emerging scale of building in this part of Victoria North.

Viewpoint 3 from around Manchester Cathedral and the public spaces around it. The site is seen over the public space in Cathedral Gardens. The extension of Chetham's school of music is in the foreground and the National Football Museum is in Cathedral Gardens. The grade II Corn Exchange is to the southeast and the grade I

Manchester Cathedral to the south. There are also long-distance views of the River Irwell with tall buildings in the distance including the CIS tower and New Victoria.



Viewpoint 3 Manchester Cathedral (existing)



Viewpoint 3 Manchester Cathedral (proposed cumulative)

The proposal would be visible in this highly sensitive view with new tall building seen from the Cathedral conservation area. The majority of the development would be screened from view by existing development, but the development at plot RB10 would be partially visible behind New Victoria. This would add to the cluster of tall building evolving the city skyline.

Viewpoint 4 is from the Smithfield conservation area at the junction of Shudehill and Swan Street. It is dominated by large scale buildings on Shudehill, Miller Street and Rochdale Road. The buildings on Swan Street are smaller-scale and more historic, although there are tall buildings on either side of Swan Street at the junction with Rochdale Road and Shudehill.



Viewpoint 4 Smithfield (existing left) (proposed right cumulative)

The proposal would not be visible being largely obscured by developments at NOMA.

Viewpoint 5 is from the Ancoats conservation area on Sherratt Street. Buildings are mainly medium scale historic red brick building in the conservation area including Victoria Square (grade II) and terraces along Anita Street. It is an open view towards New Cross where a significant amount of construction activity is taking place. Cranes associated with construction works in the Lower Irk Valley are visible.



Viewpoint 5 Ancoats (existing)



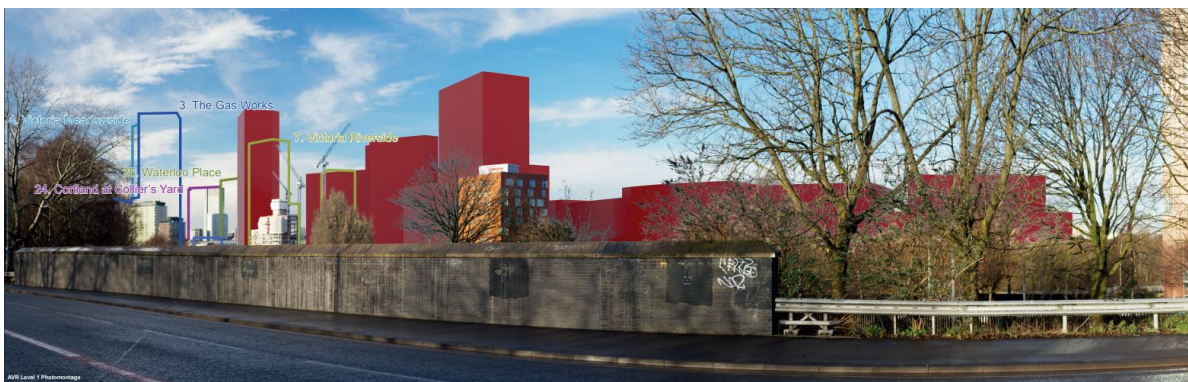
Viewpoint 5 Ancoats (Proposed)

The proposal would form additional tall buildings in the edge of the conservation area. Plot RB10 would be screened by existing buildings under construction in New Cross. Other plots such as RB06/RB07 and RB16/RB17 would be visible across Oldham Road and at receding scale. The proposal would have a positive impact on the cityscape and will evolve as the objectives of the SRF are realised.

Viewpoint 6 is from a railway bridge on Rochdale Road. Views are limited by the wall on the railway bridge. There are views along Rochdale Road, with vegetation alongside the railway corridor. There are longer-distance views towards the city centre where there is a cluster of medium- to high-rise modern buildings in the Lower Irk Valley, Strangeways, NOMA and City Centre. Cranes associated with the construction in the Lower Irk Valley are visible.



Viewpoint 6 Rochdale Road (Railway Bridge) (existing)



Viewpoint 6 Rochdale Road (Railway Bridge) (proposed)

The proposal would be highly visible. The height of some of the taller buildings, including RB10, RB16 and RB17, would significantly increase the scale of development and alter the skyline. The view would change again with the development of plots NT02-04 which would obscure the development at Red Bank.

Viewpoint 7 is on Dantzig Street, adjacent to Angel Square. Medium-rise residential development is visible on Dantzig Street, and a high-rise residential development is under construction. There are older red brick buildings in the area on Angel Street together with Angel Meadow and NOMA.



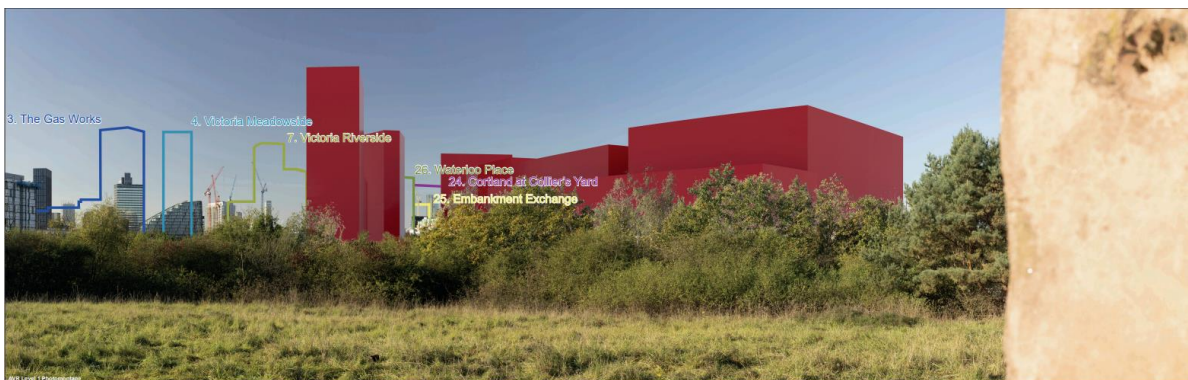
Viewpoint 7 Dantzic Street (existing left) (proposed cumulative right)

The proposal would be a prominent addition. Plot RB10 would be a significant above existing low-rise building. Other plots would be visible at a greater distance and smaller relative scale. The proposal would complement the other recent additions to this view at Meadowside and ensure that RB10 fits positively into the city scape.

Viewpoint 8 is from a greenspace on top of a former colliery within the Lower Irk Valley, accessed from Dalton Street, Collyhurst Road, Sand Street and Kentford Drive. Woodland and greenspace obscure the view to the city centre. Modern high rise development in the Lower Irk Valley, NOMA and Manchester City Centre are visible. Cranes associated with construction work are also visible.



Viewpoint 8 Sand Hills Park, Collyhurst (existing)



Viewpoint 8 Sand Hills Park, Collyhurst (proposed)

The proposal would form a dominant feature. Its full extent would be evident, would result in significant change and add to the transformation of the skyline.

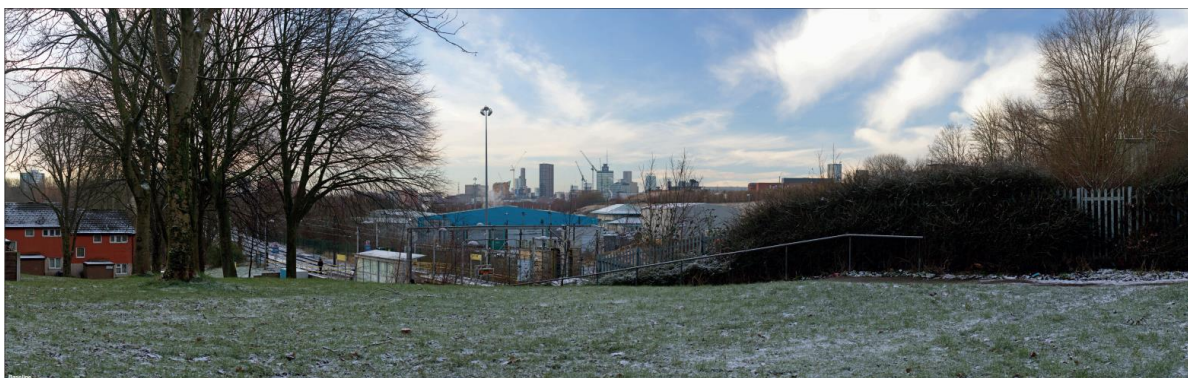
Viewpoint 9 is from a row of two-storey homes opposite a high-rise block. The railway line is nearby. The view along Dalton Street is the most open aspect. There are views towards high-rise development in NOMA, Strangeways, Lower Irk Valley and City Centre.



Viewpoint 9 Dalton Street (existing left) (proposed right cumulative)

The proposal would be prominent, and the view would be altered to one of tall buildings as a result of plots RB10, RB16 and RB17 extending the scale of the city centre into the Lower Irk Valley. The view would be altered again with the development at plots NT02-04.

Viewpoint 10 has long distance views of the city centre from Queen's Road by the railway bridge and Metrolink stop. The Metrolink line is visible as is Queen's Road depot and the platforms of the Queen's Road stop.



Viewpoint 10 Queen's Road (near Metrolink) (existing)



Viewpoint 10 Queen's Road (near Metrolink) (proposed)

The proposal would largely obscure the view of the city centre and add positively to the skyline. The height of plots RB16 and RB17 would be evident RB10 would form the tallest building and provide a focal point. The view would alter when plots NT02-04 are developed along Dantzig Street.

Viewpoint 11 is from the centre of Queens Park, close to a former museum and gallery. The Park is set upon a relative high point with views over the surrounding landscape restricted by woodland and vegetation. The landform slopes down to the site towards the Lower Irk Valley. High-rise development at NOMA and the City Centre is visible beyond woodland along the River Irk.



Viewpoint 11 Queen's Park (existing)



Viewpoint 11 Queen's Park (proposed cumulative)

The view of the proposal would be limited due to park vegetation. The upper elements of the taller building would be seen above the tree line including RB10, RB06 and RB17 which would contribute positively to a cluster of tall buildings. This would change the backdrop to the park although the relative openness of the view would remain evident.

Viewpoint 12 is from the residential area of Miles Platting. Oldham Road is flanked by low rise housing. A new residential development is opposite and high-rise buildings can be seen on Oldham Road. The site is residential development to the north-west of Oldham Road.



Viewpoint 12 Miles Platting (existing)



Viewpoint 12 Miles Platting (proposed)

Views of the proposal would be limited with only the upper levels of the taller plots seen such as RB10, RB16 and RB17. The lower building would not be legible and the view would be a modest change to the view.

Viewpoint 13 is from Cheetham Hill Road, adjacent to the shopping centre and is dominated by shops and parking. Cheetham Hill Road is flanked by trees. To the north, residential development within Cheetham Hill to the north of Queen's Road can be seen. Tall buildings within NOMA and Manchester city centre, including the CIS Tower and Co-operative Building, are visible along with several cranes.



Viewpoint 13 Manchester Fort (existing)



Viewpoint 13 Manchester Fort (proposed)

The proposal would change the background to Manchester Fort. There would be limited impact from lower buildings, but the upper levels of the taller building would be seen. The open view beyond the Fort would be lost but the change would be positive as part of the transformation of the skyline.

Viewpoint 14 is from where Peel Street meets Stanley Street and is dominated by low rise industrial buildings. Manchester Fort is on the left. Vegetation on the road is visible in the middle distance. High rise city centre developments are visible.



Viewpoint 14 North Street (existing)



Viewpoint 14 North Street (proposed cumulative)

The proposal would be large and significant and the height of RB10 would be noticeable. RB01-RB05 would enclose the view behind the industrial buildings. Long distance views of the city centre along Stanley Street would be retained. The proposal is consistent with the magnitude of change envisaged for the area, transforming it from low rise and poor quality former industrial area to a high quality residential led neighbourhood.

Viewpoint 15 is from the Grade II St Chad's Roman Catholic Church. Commercial premises on Cheetham Hill Road are visible at the end of St Chad's Street and there are low-rise red brick industrial development. Vegetation in the Lower Irk Valley is visible in the distance. High rise development can be seen to the southeast including the Green Quarter.



Viewpoint 15 St Chad's (existing)



Viewpoint 15 St Chad's (proposed cumulative)

The proposal would form a new backdrop to the industrial building. RB10 would form a tall building but would not feel out of context due to the presence of other taller buildings. This would have a marginal impact on the setting of the listed building. The lower buildings would be visible along St Chad's Street including RB12B, RB06 and RB07 and would be viewed in the context of the commercial buildings.

Viewpoint 16 is from the corner of Red Bank and New Century Park, close to the railway line, which restricts the view. Modern high-rise development along Red Bank and New Century Park limits outward views.

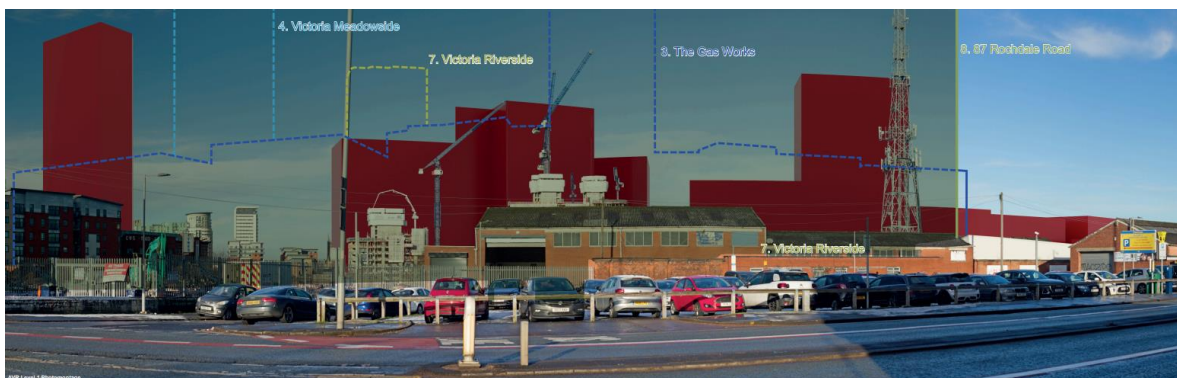


Viewpoint 16 (existing left) (proposed right)

The proposal would change the view with the tall building at RB10 seen above the railway viaduct. The scale and massing of the other buildings (RB06/RB07) would be less significant. The main effect would be from RB10 which would mark the start of the new Red Bank neighbourhood.

Viewpoint 17 is from Rochdale Road/ Sudell Street and opposite Clive Street. Views to the north-west are long-distance towards industrial development in New Cross with the Lower Irk Valley beyond. Several high-rise developments and construction works are visible. The spire of St Chad's Church (grade II) is visible. A large telecommunications mast is to the north. Modern high-rise development at NOMA is on the horizon.



Viewpoint 17 Rochdale Road (existing)**Viewpoint 17 Rochdale Road (proposed)**

The proposal would be close to this view. RB10 would be a landmark with buildings receding in scale as they extend away from the city centre. The majority of the taller buildings would be visible across Rochdale Road with existing commercial buildings in the foreground. This would be a significant change to the skyline.

This would be a large, significant and transformational development which would create a new neighbourhood. The townscape assessment demonstrates that it would be highly visible from many views dramatically changing the skyline in a positive way. The overall impact would be beneficial with the impact of the height not being unduly harmful.

There would be some impact where it would clearly be seen in the same context as heritage assets. However, this would not affect the significance of the listed buildings and conservation areas as a whole which would remain legible and understood.

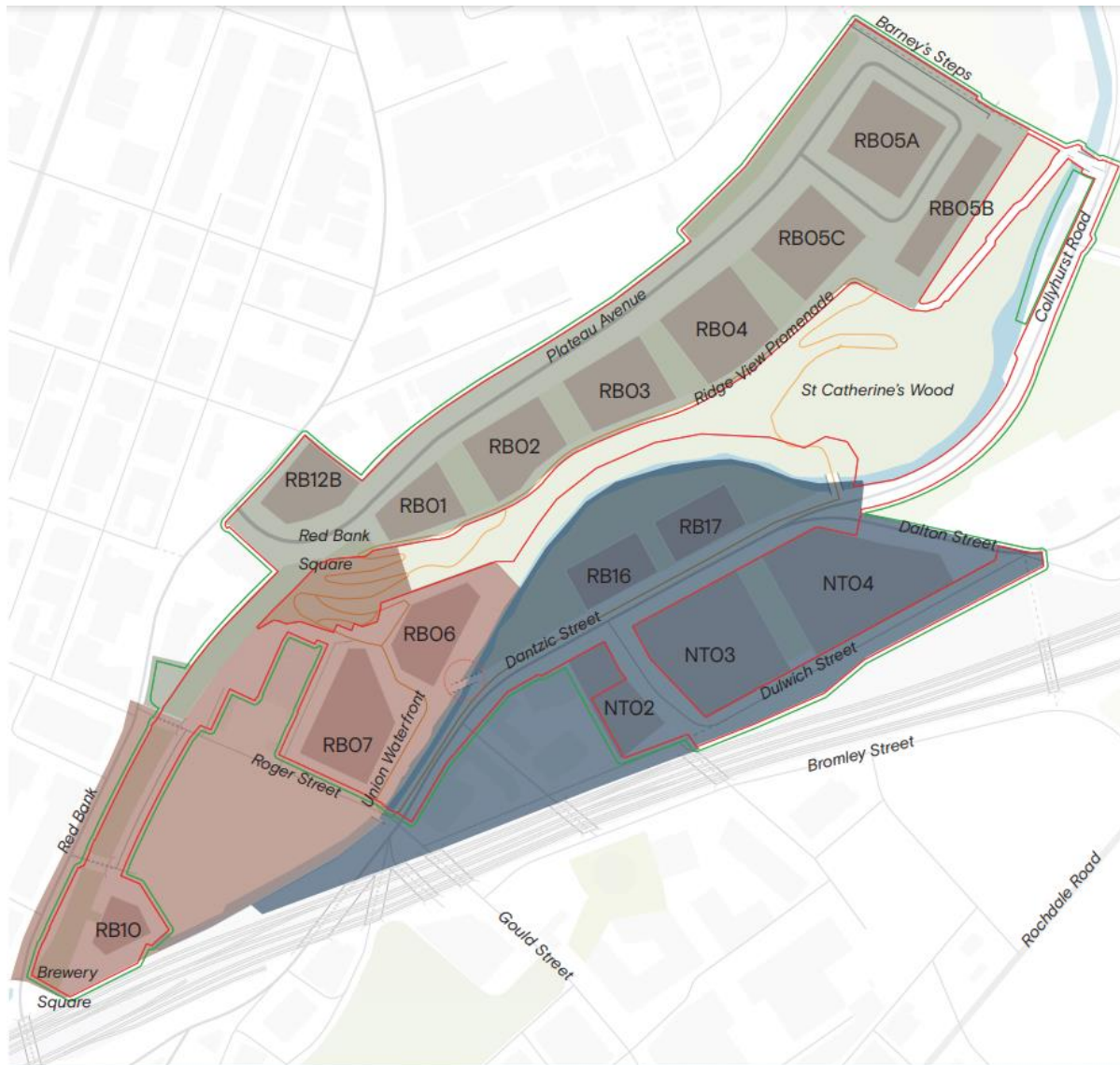
Any harm that does occur would be low level and outweighed by the substantial regeneration benefits that the development would deliver. This is considered in detail elsewhere in the report.

Layout, scale, external appearance and visual amenity

A masterplan for the Red Bank and New Town area has 3 main development areas in this part of Victoria North:

- Red Bank Viaduct – a riverside destination of bars, restaurants and leisure spaces including new hub at Brewery Square and a landmark building (RB10);
- Plateau – family focused residential area together with a primary school and green spaces; and
- New Town (subject to planning application 136814/FO/2023) – creation of a new high street along Dantzie Street and new high density residential accommodation.

This outline planning application focuses on the Red Bank Viaduct and Plateau aspects of this masterplan but it is necessary to understand the masterplan and linkages as a whole.

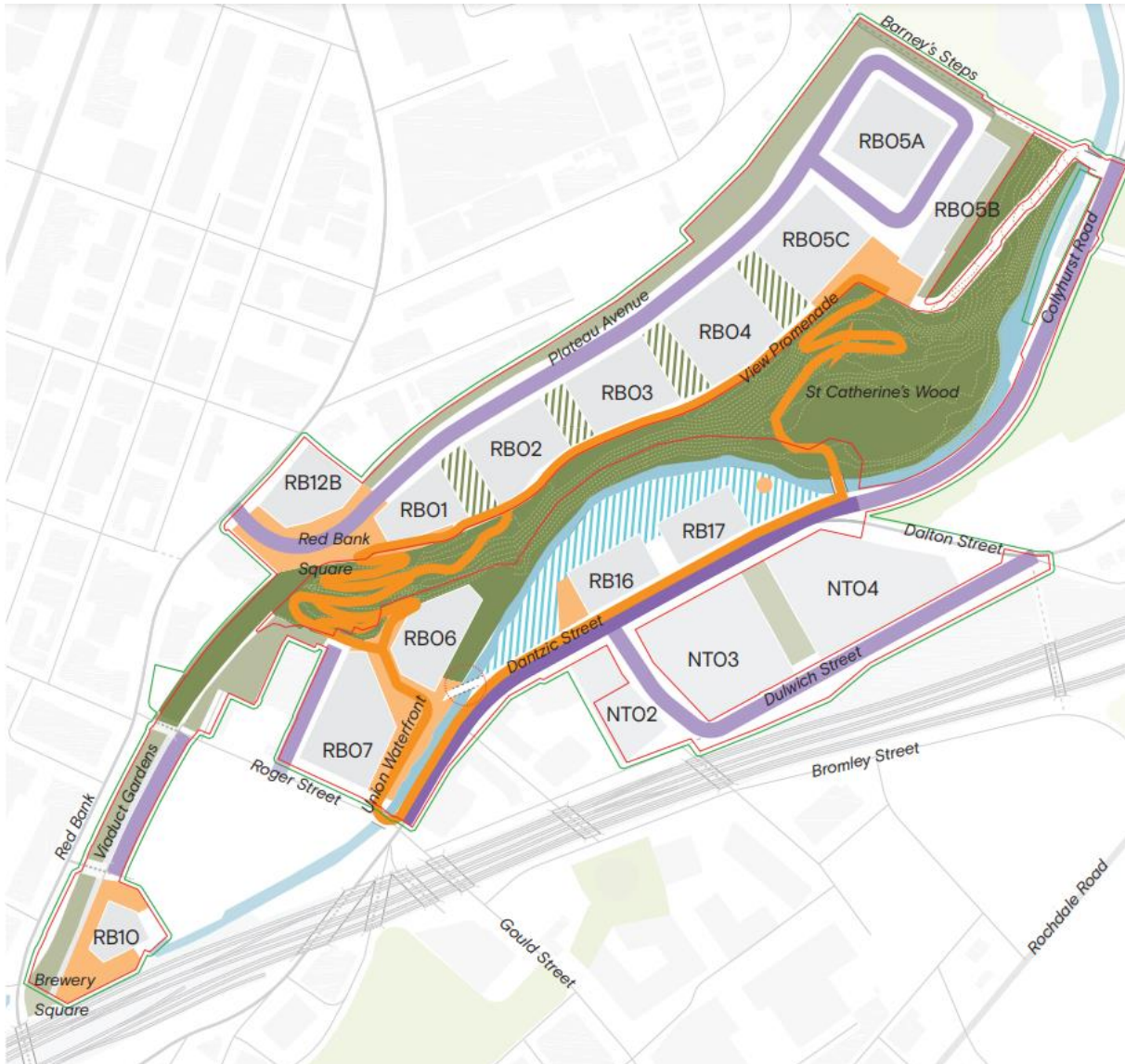


Development areas – Red Bank Viaduct (pink), Plateau (green) and New Town (blue)

The three areas would be connected with green spaces, trees, landscaping and blue and green infrastructure. City River Park, a central green space which formed part of planning permission (133143/VO/2022) is at the heart of the area with green fingers forming pedestrian links to the Plateau.

A one mile active travel loop would provide a car free pedestrian and cycle routes to all key parts of the area. The loop would work with the topography and provide steeper gradients for higher intensity workouts.

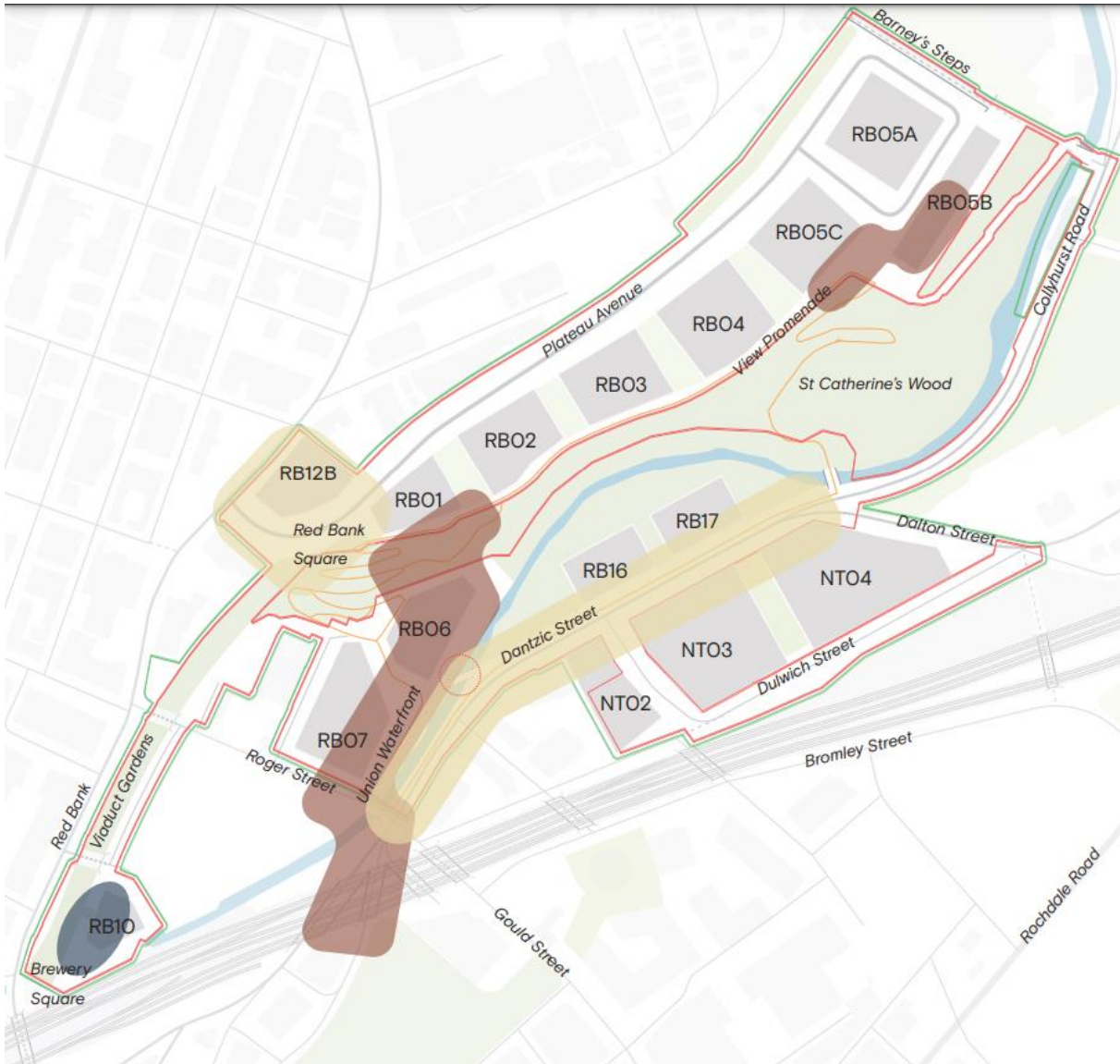
Each development plot would include play provision and there would be dedicated and incidental spaces throughout the area. A multi-use games area (MUGA) at the primary school would be available use outside school hours.



City River Park (central green spaces), green fingers (hatched green) and one mile route (orange)

Vehicle movements in the area would be minimised and limited to a number of streets. Plateau Avenue, Dulwich Street and Chase Street would be access only and only emergency vehicles could access Ridgeview Promenade, Union Waterfront or the green fingers.

Commercial uses would be focused on Dantzic Street and in Red Bank Square. Community and social infrastructure would animate key public spaces of Union Waterfront, Ridgeview Promenade and St Catherine's Square. There would be a market at Brewery Square opposite the Red Bank Arches. Elsewhere, homes would activate streets and spaces.



Brewery Square (blue), Union Waterfront and Ridgeview Promenade (brown) and Red Bank Square and Dantzic Street (yellow)

The residential mix would be higher density for Red Bank Viaduct and New Town with family accommodation on the Plateau. Building heights would be taller around Red Bank Viaduct whilst the Plateau contains lower buildings around courtyards.



Darker blocks indicate taller buildings with lighter blocks highlight low rise buildings



Masterplan

Red Bank Viaduct

Brewery Square would be flexible and host events. RB10, would be a landmark building identified in the SRF.



Indicative layout Red Bank Viaduct

Union Waterfront would be activated by restaurants, bars and community uses and animated by RB06 and RB07. There would be taller elements with shoulder elements at 7 to 8 storeys. The Water Front would be a vibrant commercial space with green riverside terrace and connects with the City River Park and Plateau. The terraces would provide places to sit and include mature trees



Union Water front



Indicative image of the building heights for RB06 and RB07 along Union Water Front

Red Bank Terraces would connect Red Bank Viaduct with the Plateau and form part of the one mile loop. They provide opportunities for play, exercise and dwell.

Plateau

Family housing would be created on the Plateau. The indicative layout shows a playground, a primary school and two public squares.

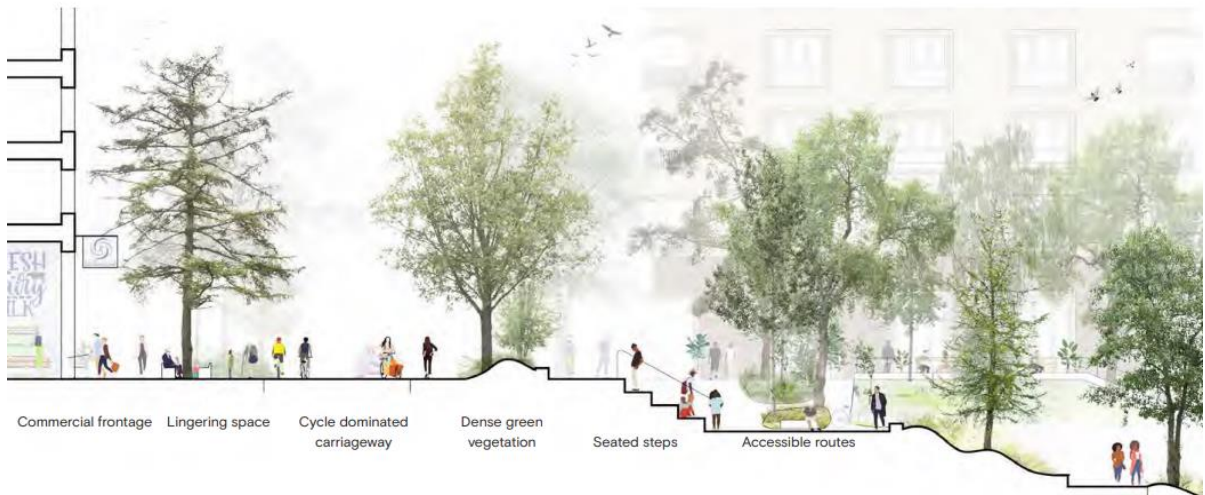


Plateau layout



Green Spaces at the Plateau

Plateau Avenue would be access only for residents. An elevated park would line the south of the site. A linear park would be created along the new access road and Ridgeview Promenade which would be part of the one mile loop. Red Bank Square would be the gateway to the Plateau and would form a spill out area for RB12 commercial units and connect to Red Bank terraces.



Indicative layout of Red Bank Square including section

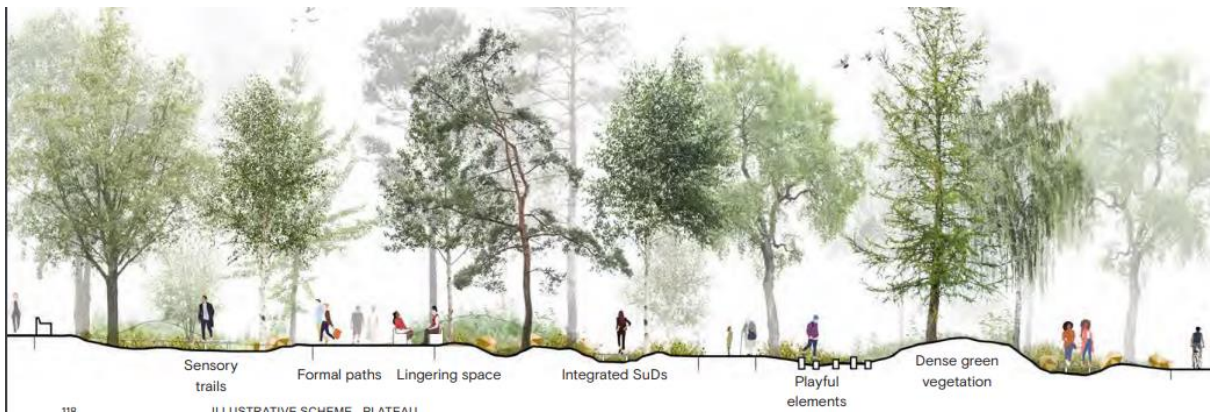
St Catherine’s Square would be activated by a Clubhouse containing co-working spaces, a café, play facilities and a primary school. The square would include trees and planting.



Indicative layout and image of St Catherine's Square

The green fingers would be densely planted and activated by the front doors. They would provide a green link between Plateau Avenue and Ridgeview Promenade.

They provide significant ecology and biodiversity benefits with a variety of planting and habitats.



Indicative image of the Green Fingers including section

Each block would contain a landscaped courtyard linked into the one mile loop and City River Park.



Indicative image of the courtyards

The Plateau would be less dense and indicative building heights are in the region of 5-6 storeys. This would be punctuated by taller elements of up to 13 storeys including a building of up to 24 storeys at Red Bank Square.



Indicative building heights along Ridgeview Promenade looking towards Red Bank Viaduct

There is limited information on the appearance of the building with details coming forward as part of future applications. Some key principles require buildings to have a clear composition and regular rhythm.

The indicative layout and building height are consistent with the SRF. The masterplan demonstrates that linkages, public and private spaces can be created with placing making and public realm at the heart of the proposals.

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

Accessible public realm would provide a setting of the proposal, including extensive tree planting, shrubs, perennials and seasonal bulb planting. Seating would be age friendly. Where on street parking is proposed, a street tree would be planted for every two parking spaces. Cycle lanes would be segregated.

Open Space and Sports Provision

Paragraph 98 of Section 8 of the NPPF requires development to provide access to high quality open spaces and opportunities for sport and physical activity which have an important impact on health and well being and help to address climate change. The NPPF requires an up to date assessment of the need for open space, sport and recreation facilities and opportunities for new provision.

The Core Strategy reflects the need to provide sports and recreation facilities where opportunities arise within policy EN11. This policy requires developments to include open space, sport and recreation and should be accessible to disabled people, pedestrians and cyclists and should enhance biodiversity.

Sport England have raised an objection to the application on the grounds of the conflict with section 8 of the NPPF.

As the population grows in this area it would require access to green spaces, pedestrian and cycle links and sporting facilities. The proposal includes green spaces and improved access to the River. Public and private green spaces and a network of public squares for recreation and socialising would be created. A one mile loop would be created for pedestrians and cyclists only. These spaces would significantly improve biodiversity with the planting of diverse species.

The primary school would have a multi-use games area (MUGA) which would be available for community use outside school hours. The final specification of the MUGA and the community use strategy is to be agreed by planning condition.

It would be necessary to embed this new neighbourhood into its surroundings and connect residents and visitors to jobs, amenities and other services. A movement strategy would examine movement beyond the site. Where improvements are required, a strategy would be agreed including a timescale for implementation.

Impact on Trees

There is minimal tree cover within the application area which has been almost entirely cleared of vegetation as part of previous applications for enabling work and access. 9 individual trees; 10 groups of trees; and 1 woodland. Most of them are outside the application boundary.

The largest proportion of trees are of moderate quality (Category B), comprising large areas of continuous tree cover outside the site boundary. The remaining trees are low quality (Category C) and have been categorised as such due to significant defects, their young age and/or their small size.

The proposal would not remove any trees. Trees would be protected in line with relevant standards to avoid any impact on them as part of the development.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. No bats were recorded, or roost found and activity low. Greater Manchester Ecology Unit (GMEU) concur with its findings and advise that vegetation clearance should not be undertaken in bird nesting season. Trees and woodland areas should be protected during construction works.

The demolition works should not be undertaken until a Regulation 55 licence is issued to the Council. Japanese knotweed, Giant Hogweed, Cotoneaster and

Himalayan balsam have been recorded on site and a method statement should be prepared giving details of how these plants are to be controlled during development.

A condition would agree final details in order to comply with policy EN9 of the Core Strategy and ensure a biodiversity net gain at the site.

Biodiversity

The enabling works planning permissions required a Tree Replacement, Ecology and Biodiversity Net Gain Assessment. This would be a holistic approach to establish a pre-development baseline for which to assess the benefits of the proposal. The assessment shows that a net gain of 16.88% would be achieved.

A 30-year landscape and ecology management plan would be produced to monitor and manage the landscaping across the development area.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site based on the indicative massing and height of the development relative to these developments. Instances of overlooking which may result in a loss of privacy have been assessed.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF) methods. For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight.

The following properties were assessed:

- Green Quarter - Block 7 (The Hallmark)
- Green Quarter - Block 5 (Britton House)
- Green Quarter - Block 6
- New Victoria - Block 2
- New Victoria - Block 1
- Victoria Meadow Side - Plot 2
- Victoria Meadow Side - Plot 3
- Victoria Meadow Side - Plot
- Emmeline Apartments
- Green Quarter - Block 7 (The Hallmark),
- Green Quarter - Block 4 (Jefferson Place),
- Green Quarter - Block 5 (Britton House),
- 609 Lincoln Gate,
- Green Quarter - Block 1 (Melia House),
- Green Quarter - Block 3 (Barton Place),
- Green Quarter - Block 2 (Masson Place),

- Green Quarter - Block 6,
- New Victoria - Block 2,
- New Victoria - Block 1,
- Parkers Apartments,
- Ashton House,
- Manchester Court,
- Homes for Students Manchester Court,
- Victoria Meadow Side - Plot 2,
- Victoria Meadow Side - Plot 3,
- The King of Kings School,
- 21 Naples Street,
- 23 Naples Street,
- Victoria Meadow Side - Plot 5,
- 60-62 Dalton Street,
- 64-66 Dalton Street,
- 68-70 Dalton Street,
- 72-74 Dalton Street,
- 76-78 Dalton Street,
- 80-84 Dalton Street,
- 29-35 Dalton Street,
- 9-27 Dalton Street,
- Emmeline Apartments,
- 1 Fairholme Caravan Site,
- 2 Fairholme Caravan Site,
- 2a Fairholme Caravan Site 6,
- B18-19 Fairholme Caravan Site 6,
- C32 Fairholme Caravan Site and
- 1d Fairholme Caravan Site

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

Green Quarter - Block 7 (The Hallmark) 82 rooms have been assessed for NSL. As a result of the development, 58 (71.6%) would meet the criteria and 23 (28.4%) would be below the criteria.

For sunlight, 104 windows have been assessed. As a result of the development, 94 window (90.4%) would meet the BRE criteria and 10 (9.65) would experience a major impact.

Green Quarter - Block 5 (Britton House) 201 rooms have been assessed for NSL and all would meet the criteria with the development in place.

For sunlight, 256 windows have been assessed. As a result of the development, 254 windows (99.2%) would meet the BRE criteria, 1 window (0.4%) would have a moderate impact and 1 (0.4) would experience a major impact.

Green Quarter - Block 6 A 298 rooms have been assessed for NSL. As a result of the development, 202 (67.8%) would meet the criteria and 96 (32.2%) would be below the criteria.

For sunlight, 355 windows have been assessed. As a result of the development, 336 window (94.664%) would meet the BRE criteria, 6 (1.7%) would experience a minor impact , 4 (1.1%) would experience a moderate impact and 9 (2.5%) would experience a major impact.

Green Quarter - Block 6 B 152 rooms have been assessed for NSL. As a result of the development, 14 (9.2%) would meet the criteria and 138 (90.8%) would be below the criteria.

For sunlight, 182 windows have been assessed. As a result of the development, 169 window (92.9%) would meet the BRE criteria and 13 (7.1%) would experience a major impact.

New Victoria - Block 2 79 rooms have been assessed for NSL and 72 windows for APSH. There are no daylight and sunlight impacts on this development.

New Victoria - Block 1 102 rooms have been assessed for NSL and 95 windows for APSH. There are no daylight and sunlight impacts on this development.

Victoria Meadow Side - Plot 2 305 rooms have been assessed for NSL. As a result of the development, 235 (77%) would meet the criteria and 70 (23%) would be below the criteria.

For sunlight, 84 windows have been assessed. As a result of the development, all 84 windows would meet the criteria.

Victoria Meadow Side - Plot 3 146 rooms have been assessed for NSL. As a result of the development, 100 (68.5%) would meet the criteria and 46 (31.5%) would be below the criteria.

For sunlight, 59 windows have been assessed. As a result of the development, all 84 windows would meet the criteria.

Victoria Meadow Side - Plot 5 176 rooms have been assessed for NSL. As a result of the development, 172 (97.7%) would meet the criteria and 4 (2.3%) would be below the criteria.

For sunlight, 10 windows have been assessed. As a result of the development, all 84 windows would meet the criteria.

Emmeline Apartments 73 windows have been assessed for NSL and 54 windows for APSH. There are no daylight and sunlight impacts on this development

Green Quarter - Block 4 (Jefferson Place) 455 windows have been assessed with for VSC. As a result of the development, 338 (74.3%) would meet the VSC criteria whilst 77 (16.9%) windows experience a minor impact, 39 (8.6%) a moderate impact and 1 (0.2%) a major impact.

For sunlight, 401 windows have been assessed. As a result of the development, 317 window (79.1%) would meet the BRE criteria, with 35 (8.7%) windows experiencing a minor impact, 19 windows (4.7%) experiencing a moderate impact and 30 (7.5%) experiencing a major impact.

609 Lincoln Gate 223 windows have been assessed for VSC. As a result of the development, 193 (86.5%) would meet the VSC criteria whilst 27 (12.1%) windows experience a minor impact and 3 (1.3%) would have a moderate impact.

For sunlight, 164 windows have been assessed. As a result of the development, 141 window (86%) would meet the BRE criteria, with 2 (1%) experiencing a moderate impact, and 21 (12.8%) experiencing a major impact.

Green Quarter - Block 1 (Melia House) 342 windows have been assessed for VSC. As a result of the development, 285 (83.3%) would meet the VSC criteria whilst 41 (12%) windows experience a minor impact and 12 (3.5%) would have a moderate impact and 4 (1.2%) would have a major impact.

For sunlight, 200 windows have been assessed. As a result of the development, 178 window (89%) would meet the BRE criteria, with 7 (3.5%) experiencing a minor impact, 2 (3.5%) experiencing a moderate impact and 13 (6.5%) experiencing a major impact.

Green Quarter - Block 3 (Barton Place) 328 windows have been assessed for VSC. As a result of the development, 185 (56.4%) would meet the VSC criteria whilst 73 (22.3%) windows experience a minor impact, 51 (15.5%) would have a moderate impact and 19 (5.8%) would have a major impact.

For sunlight, 258 windows have been assessed. As a result of the development, 155 window (60.1%) would meet the BRE criteria, with 18 (7%) experiencing a minor impact, 29 (11.2%) experiencing a moderate impact and 56 (21.7%) experiencing a major impact.

Green Quarter - Block 2 (Masson Place) 325 windows have been assessed for VSC. As a result of the development, 108 (33.2%) would meet the VSC criteria whilst 70 (21.5%) windows experience a minor impact, 51 (15.7%) would have a moderate impact and 96 (29.5%) would have a major impact.

For sunlight, 265 windows have been assessed. As a result of the development, 164 window (61.9%) would meet the BRE criteria, with 9 (3.4%) experiencing a minor impact, 2 (0.8%) experiencing a moderate impact and 90 (34%) experiencing a major impact.

Parkers Apartments 161 windows have been assessed for VSC. As a result of the development, 151 (93.8%) would meet the VSC criteria whilst 10 (6.2%) windows experience a minor impact.

For sunlight, 10 windows have been assessed which meet the APSH criteria currently and with the proposed development in place.

Ashton House 112 windows have been assessed for VSC. As a result of the development, 50 (44.6%) windows would experience a minor impact, 57 (50.9%) would have a moderate impact and 5 (4.5%) would have a major impact. There are no sunlight impacts.

Manchester Court 28 windows have been assessed for VSC. As a result of the development, 13 (46.4%) windows would meet the VSC criteria, 4 (14.3%) would have a minor impact and 11 (39.3%) would have a moderate impact.

For sunlight, 4 windows have been assessed which meet the APSH criteria currently and with the proposed development in place.

Homes for Students Manchester Court Green Quarter - Block 3 (Barton Place) 79 windows have been assessed for VSC. As a result of the development, 38 (48.1%) would meet the VSC criteria whilst 34 (43%) windows experience a minor impact and 7 (8.9%) would have a moderate impact. There are no sunlight impacts.

The King of Kings School 64 windows have been assessed for VSC. As a result of the development, 54 (84.4%) would meet the VSC criteria whilst 10 (15.6%) windows experience a minor impact.

For sunlight, 20 windows have been assessed which meet the APSH criteria currently and with the proposed development in place.

21 Naples Street 76 windows have been assessed for VSC. As a result of the development, 75 (98.7%) would meet the VSC criteria whilst 1 (1.3%) window would experience a minor impact.

For sunlight, 15 windows have been assessed. As a result of the development, all 15 windows would meet the criteria.

23 Naples Street 116 windows have been assessed for VSC. There are no daylight and sunlight impacts on this development.

For sunlight, 22 windows have been assessed. There are no daylight and sunlight impacts on this development.

60-62 Dalton Street 6 windows have been assessed for VSC and APSH. There are no daylight and sunlight impacts on this development.

64-66 Dalton Street 5 windows have been assessed for VSC. There are no daylight and sunlight impacts on this development.

68-70 Dalton Street 4 windows have been assessed for VSC and APSH. There are no daylight and sunlight impacts on this development.

72-74 Dalton Street 4 windows have been assessed with all the windows meeting the VSC criteria. As a result of the development, all 4 windows would continue meet the criteria. There are no sunlight impacts.

76-78 Dalton Street 6 windows have been assessed. There are no daylight and sunlight impacts on this development.

80-84 Dalton Street 13 windows have been assessed for daylight and 8 windows for sunlight.

There are no daylight and sunlight impacts on this development.

29-35 Dalton Street 20 windows have been assessed for VSC and 1 window for sunlight. There are no daylight and sunlight impacts on this development.

19-27 Dalton Street 33 windows have been assessed for VSC and 5 windows for APSH. There are no daylight and sunlight impacts on this development.

1 Fairholme Caravan Site 10 windows have been assessed for VSC. As a result of the development, 6 windows (60%) would meet the criteria, 2 windows (20%) would have a minor impact and 2 (20%) would have a moderate impact. 10 windows have been assessed for Sunlight which would meet the APSH criteria.

2 Fairholme Caravan Site 18 windows have been assessed for VSC and 15 windows for sunlight. There are no daylight and sunlight impacts on this development.

2a Fairholme Caravan Site 6 windows have been assessed for VSC and 4 windows for sunlight. There are no daylight and sunlight impacts on this development.

B18-19 Fairholme Caravan Site 6 windows have been assessed for VSC. As a result of the development, 3 windows (50%) would meet the criteria, 3 windows (20%) would have a moderate impact. 6 windows have been assessed for APSH and would meet the criteria.

C32 Fairholme Caravan Site 11 windows have been assessed for VSC. As a result of the development, 9 windows (81.8%) would meet the criteria, 2 windows (18.2%) would have a minor impact.

For sunlight, 7 windows have been assessed. As a result of the development, 6 (85.7) would meet the criteria with 1 window (14.3%) experiencing a major impact.

1d Fairholme Caravan Site 12 windows have been assessed for VSC. As a result of the development, 11 windows (91.7%) would meet the criteria and 1 windows (8.3%) would have a minor impact. 6 windows have been assessed for APSH which would meet the criteria.

The overall impact of this development is within an acceptable limit for daylight and sunlight. A large number of windows and rooms would experience a reduction in daylight and sunlight. The impacts are considered acceptable within an urban environment and would not warrant refusal of the application.

The daylight and sunlight assessment has also considered the impacts on a number of consented schemes, scheme pending planning permission or under construction. These schemes are as follows:

- Victoria Riverside (under construction)
- Meadowside Plot 4 (planning permission granted)
- The Gas Works (pending planning permission)
- 1 Lord Street (planning permission granted)

The conclusions of the assessment are as follows:

Victoria Riverside 1740 rooms have been assessed for NSL. As a result of the development, 1217 (69.9%) would meet the NSL criteria whilst 523 (30.1%) would be below the criteria.

For sunlight, 1740 rooms have been assessed. As a result of the development, 1344 window (77.2%) would meet the BRE criteria and 396 (22%) being below the criteria.

Meadowside Plot 4 681 windows have been assessed with for VSC. As a result of the development, 595 (87.4%) would meet the VSC criteria whilst 15 (2.2%) windows experience a minor impact, 10 (1.5%) a moderate impact and 16 (2.3%) a major impact. There are no sunlight impacts on this development

The Gas Works 1550 windows have been assessed with for VSC. As a result of the development, 1320 (85.2%) would meet the VSC criteria whilst 137 (8.8%) windows experience a minor impact, 63 (4.1%) a moderate impact and 28 (1.8%) a major impact.

For sunlight, 244 windows have been assessed. As a result of the development, 242 windows (99.2%) would meet the BRE criteria whilst 2 (0.8%) windows would experience a minor reduction.

1 Lord Street 155 windows have been assessed with for VSC. As a result of the development, 150 (96.8%) would meet the VSC criteria whilst 3 (1.9%) windows experience a minor impact and 2 (1.3%) a moderate.

For sunlight, 155 windows have been assessed and all would meet the criteria.

The following amenity spaces were also considered:

New Century Park, Green Quarter - Block 5 (Britton House) Ground Floor Amenity, Green Quarter – Blocks 2 and 3b Amenity, Green Quarter - Block 6 Amenity, 29-35 Dalton Street Garden, 19-27 Dalton Street Garden, Emmeline Apartments - Ground Floor Garden, 1 Fairholme Caravan Site Garden, 2a Fairholme Caravan Site

Garden, B18-19 Fairholme Caravan Site Garden, C32 Fairholme Caravan Site Garden, 41d Fairholme Caravan Site Garden.

Six of the 12 amenity spaces considered currently meet the BRE criteria i.e. they receive at least two hours of sunlight on the 21 March on at least 50% of the area. With the indicative development in place, only one of the amenity spaces would be below the criteria with the effect being minor.

As there are only indicative details at this stage, it is recommended that a detailed daylight, sunlight and overshadowing assessment is undertaken for each detailed phase of the application and this is secured by planning condition.

(b) TV reception

A TV reception survey has concluded that there would be minimal impact on digital television services or digital satellite television services. As each development comes forward, a TV survey would be required to demonstrate that no unacceptable impacts would arise, and this should be monitored during the works. A post completion survey should verify that that no additional mitigation is required.

(c) Air Quality

The site is not located in the Greater Manchester Air Quality Management Air (AQMA) where air quality conditions are poor. However, the AQMA is located along Cheetham Hill Road which is 150 metres to the north on Cheetham Hill Road which may be used for construction traffic and by occupants of the proposal.

The site is in an area where air quality is mainly influenced by emissions from vehicles using local roads, including major roads such as the A664, A665 and minor roads such as Collyhurst Road, Red Bank and Dantzic Street.

The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses. These uses could be affected by construction traffic and that associated with the completed scheme and have been identified as having a high to medium sensitivity to local air quality conditions.

The application assesses the potential effects during construction of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that there are larger apartment buildings nearby, particularly in the Green Quarter, that would be affected by construction vehicles accessing the site. There are likely to be cumulative impacts from nearby developments which may be under construction at the same time including NT02-NT04 along Dantzig Street.

The impact on human health would be high for demolition, earthworks, and construction and medium for transport activities. The main impact on local air quality conditions would be dust from the demolition and construction activities.

With appropriate mitigation in place, such as dust suppression measures, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, the impact on local air quality conditions should be minimised. These measures would be secured through the construction management plan condition.

Consideration has been given to the impact on future occupants and the surrounding area when the proposal is occupied. Although it would generate traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}).

The 325 parking spaces would be fitted with an EV charging point or the infrastructure to be fitted with one as demand increases. 3250 cycle spaces would be provided with additional spaces in the public realm. A travel plan would encourage public transport use and reduce vehicle trips.

There are only indicative details for the energy strategy this would be a low carbon development with use of renewable technologies and electricity. Final details would be agreed as individual applications come forward.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. The assessment considered mitigation measures to minimise these impacts.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. 9 Scenarios (including existing conditions and with NT02-NT04 development complete) have been modelled to determine the wind speeds and the impact on pedestrian comfort and safety.

It is expected that, as a whole, the pedestrian safety and comfort for current wind conditions, shows that most locations are safe. There are a few exceedance of the pedestrian safety criteria at localised areas around some plots.

The wind assessment demonstrates that mitigation through landscaping and porous screens would ensure the public realm is suitable for its intended purpose. The assessment outlines that as further development emerge in the area, particularly within the New Town and Vauxhall Gardens areas, wind conditions should become calmer due to increased shielding from prevailing and less-prevailing winds.

Noise and vibration

A noise assessment identifies the main sources during construction would be from plant, equipment and general construction activities, including breaking ground and servicing. Noise levels from construction would be acceptable provided the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

When the development is occupied, the new homes and commercial elements would need to meet the required acoustic specification of the homes to limit noise ingress and egress. This would be verified prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and apartments are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Policies EN19 and DM1 of the Core Strategy require applicants show consistency with the waste hierarchy which principally seeks applicants to re-use and recycle their waste.

The residential element is outline only and a planning condition should ensure that these details are appropriate and are agreed for the residential and commercial elements of the scheme including servicing arrangements.

Accessibility

There are limited details at this stage on the accessibility of the buildings and public realm which would need to be agreed as part of future applications.

Consideration has been given the accessibility and inclusivity of new public realm which would meet the needs of everyone including those with sensory, mobility and other impairments together with families and ensuring the development is age friendly.

The steep topography of the site can deliver accessible walkways and cycle paths and connect vehicular routes to residential areas and amenities.

A level of accessible car parking would be agreed as part of the development.

Flood Risk/surface drainage

The site is primarily situated in Flood Zone 1 with a less than 1 in 1000 annual probability of flooding. However, plots RB06, RB07, RB10, RB16 and RB17 ARE located in Flood Zone 2 with a greater than 1 in 100 annual probability of flooding (plus 35% climate change allowance). Flood risk is from the River Irk.

The site is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. The area is sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding. The residential use is identified as 'More Vulnerable' with offices and commercial space being 'Less Vulnerable'.

A Flood Risk Assessment (FRA) identifies that the layout of the buildings, their usage and public realm are in parts of the site which reduces their flood risk or are less vulnerable such as public realm and commercial uses.

Modelling has been carried out for this planning application, and the full planning application, to demonstrate that the developments can be brought forward independently, and that the development would not have an adverse flood risk on the site or elsewhere in the local catchment.

The FRA has demonstrated to the satisfaction of the Environment Agency that the proposal would have negligible impact on water levels across the site and that the flood water that would be displaced principally by plot NT04 would be minimal with any loss of floodplain compensated for within the proposed public realm in the widened Dantzic Street. In addition, there would be no adverse impact on flood risk on the site and elsewhere within the local catchment.

The proposal incorporates measures to minimise the risk of flooding on the development. This includes

- Raising of floor levels;
- Terraced wetlands along Travis Island;
- Flood defence wall to the west of plot RB16;
- Terracing along the northern bank of the river at RB06, RB07 and RB10.

The Environment Agency have raised no objection on the basis the proposal is carried out in accordance with the Flood Risk Assessment to secure the relevant mitigation required to minimise the risk to flooding. This should be a condition.

The sites location in Flood Zone 2, requires the application of the Sequential Test (and where applicable the Exception Test) as outlined in the NPPF and NPPG.

The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites appropriate for the development, in areas with a lower risk of flooding.

Where possible, the more sensitive building uses have been located in Flood Zone 1, with the least vulnerable elements located in Flood Zone 2 i.e public realm and the commercial uses. In addition, flood mitigation measures can be used to realise developments on other relevant plots. The requirements of the Sequential Test have been satisfied.

The site is a long-standing regeneration priority for the City Council and has been identified within Northern Gateway SRF. This is a brownfield site that can accommodate high density housing in the form of 3250 homes, commercial space and new place making. This would contribute significantly to the Council housing land supply. There are no other reasonable alternative sites in this location capable of delivering that level of housing and the associated public benefits.

The public benefits would be significant and meets the requirements of the Exception Test. Management and mitigation measures would ensure that users are not vulnerable in the event of a flood.

A drainage scheme would manage surface water. The green infrastructure would provide sustainable measures to manage surface water. A new surface water outfall is proposed to the River Irk. Final details should be agreed by planning condition.

The level of contamination at the site, and risk to groundwater, should be considered in further detail by way of condition. It is not possible at this stage to determine if the remediation of the site can be achieved in a phased manner until further details have been provided and the risk to ground water minimised.

Details of piling and boreholes would need to be agreed prior to any works commencing at the site in order to minimise the risk to ground water.

The Flood Risk Management Team and the Environment Agency have raised no objection on the basis that flood mitigation measures are put in place and final details of a drainage scheme, remediation strategy, piling and boreholes are agreed.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that these flood risk mitigation measures and a drainage plan forms part of the conditions.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby and indicates that traffic flows into and out of the area are likely to decrease as a result of the development.

Some improvements are required to ensure traffic and pedestrian flows into and out of the area remain safe. These include:

- extension of waiting restrictions along Lord Street to allow a two lane approach with the installation of a pedestrian crossing across Red Bank in the vicinity of the existing uncontrolled crossing;

- provision of a right turn arrow for vehicles turning into Lord Street;
- Re-validation of SCOOT at Cheetham Hill Road/Lord Street;
- Re-positioning of SCOOT loop/ducting on lord Street.

Encouraging and enhancing pedestrian and cycling links is requirement of the proposal to ensure that residents and visitors can access other parts of Red Bank, New Town and the city centre. Key pedestrian connections should be improved and made safe including improved links to cycle infrastructure. An effective signage strategy should promote pedestrian and cycle activity.

There would be 12% car parking provision (325 spaces) with an additional 25 for non-residential developments. This level is considered appropriate in this highly accessible location, near to public transport, walking and cycling facilities. 6% of the parking would be accessible. The parking would take the form of a centralised parking facility, on plot parking and parking along Plateau Avenue. There would be 3250 cycle spaces with additional provision for non-residential uses.

The development would be served by a private road from Red Bank. As this would be private, it would include EV charging points and street trees. The road would be managed by a Neighbourhood Management Company and the management arrangements should be agreed as part of the condition to ensure that the details are suitable for its use. This should also include a Road Safety Audit.

A servicing strategy would be required to be agreed to determine the arrangements for the serving for this development include appropriateness of lay by design. Construction Management Plan should be agreed for future applications for this development to minimise the impact on the local highway network. A travel plan and construction management should be agreed by planning condition.

The proposal is considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. Alterations and conditions would be required to ensure key aspects of the development are acceptable once further details are known. The proposal accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. The aspiration would be that the development achieved Secured by Design Accreditation and it is recommended that detailed Crime Impact Statements are prepared as each individual development proposal comes forward. This should be secured as conditions.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The ground conditions are complex but a strategy and remediation package can be prepared to deal with this.

All work should be verified, including an assessment of the impacts on ground water and approval of the piling method together with gas monitoring. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The construction work would take place close to homes and businesses and comings and goings from the site are likely to be noticeable. There is also a lengthy construction programme associated with this development of 10 years.

Limited information has been provided at this stage about how construction activities would be monitored and managed including routing of construction vehicles, dust and noise suppression measures.

An indicative programme suggests plots RB01-05 and RB12b would begin in quarter 1 of 2025 and would finish in quarter 4 of 2029. Plots RB16, RB17, RB06, RB07 and RB10 would begin in quarter 3 2027 and finish by quarter 4 2032.

A condition requires a construction management plan to be agreed which would agree a highways management plan, consultation with residents and business together with wheel washing, dust and noise suppression measures.

Provided the initiatives agreed are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through building control.

As this is an outline planning application, there is no requirement to prepare a fire statement at this stage. The HSE have requested that a condition of any approval would require the submission of fire statements for all future Reserved Matters or full applications.

It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

Permitted Development

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

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Aerodrome Safeguarding

Improvements are required to the radar at Manchester Airport as a result of the development. This is secured by way of planning condition.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure the provision of onsite affordable housing as explained in the paragraph with heading "Affordable housing".

There would be provision in the legal agreement to ensure that the project architect for each phase, once known, is retained to deliver the scheme in the interest of preserving the architectural quality of the scheme in line with policies EN1 and DM1 of the Core Strategy as explained in the paragraph with the heading "Visual Amenity".

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

This is a strategically important site identified in the Northern Gateway SRF to deliver significant number of high-density homes to meet population and economic growth. The proposal is wholly consistent with planning policies including policies SP1, H1 and H4 which seeks to realise the regeneration benefits and deliver housing growth in strategic locations. The proposal would boost the City's housing supply, and would be supported through the provision of a health centre and school. There would be improvements to green infrastructure, place making and public realm. Significant weight should be given to these matters as directed by paragraph 80 of the NPPF.

The indicative layout, height and scale would contribute positively to the Manchester skyline providing a range of building heights responding to the topography of the site and the character areas within the development.

This would be a low car development with 12% car parking of which 6% would be accessible. EV charging would be available. 3250 cycle spaces would be provided. Pedestrian and cycle movements across the site and beyond would be supported by public realm improvements which would encourage safe movements and create linkages to public transport (paragraphs 103, 105 and 111 of the NPPF). This would support climate change objectives.

The would be in excess of 10% biodiversity net gain across the development making this a truly exemplar development.

Consideration has been given to the impact of the development on the local area. There would inevitably be impacts in terms of the use and the scale of the building on light, noise, air quality, water management or wind conditions. However, none of these impacts would be unusual in this context and mitigation measures are in place to help to address them.

There would be some localised impacts on the historic environment (to the conservation area and nearby listed buildings) with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would delivered as a consequence of the development socially, economically and environmentally. The proposal therefore accords with paragraphs 193, 194 and 196 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Other Legislative Requirements Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 **Minded to Approve** subject to signing a legal agreement in respect of affordable housing and secure the retention of the project architect

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout and scale together with landscaping and public realm principles. Further work and discussions have taken place with the applicant through the course of the application particularly in respect of highways. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions of approval

1) In this permission, the following definitions are applicable:

Demolition: Demolition of the existing buildings and structures as indicated on demolition plan RDB-MLM-00-RF-DR-AR-111003 P2 received by the City Council, as Local Planning Authority, on the 13 July 2023

- Demolition Phases: Phasing of the demolition of the existing buildings and structures
- Construction Phases: Phasing of the construction of buildings and or other associated works of the residential led mixed use development.

Reason – To clarify the various phases of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2)(a) The Demolition of existing buildings and structures, as shown on drawing RDB-MLM-00-RF-DR-AR-111003 P2 received by the City Council, as Local Planning Authority, on the 13 July 2023 (hereinafter called "Demolition Phases") must be begun not later than the expiration of three years beginning with the date of this permission.

(b) Applications for approval of all reserved matters for the Construction Phases of the development (hereinafter called "Construction Phases") must be made not later than the expiration of ten years beginning with the date of this permission. The development in any of the construction phases must be begun not later than the

expiration of two years from the approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

3) Approval of the details of the layout, scale, design and external appearance of the buildings, the means of access thereto and the landscaping of each Construction Phase (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced within that Construction Phase.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

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

Drawings

RDB-MLM-00-00-DR-AR-211417 P1: Parameter Plan P1 Development Plots and Public Realm received by the City Council, as Local Planning Authority, on the 25 April 2023

RDB-MLM-00-RF-DR-AR-211418 P1: Parameter Plan P2 Movement received by the City Council, as Local Planning Authority, on the 25 April 2023

RDB-MLM-00-ZZ-DR-AR-211419 P2: Parameter Plan P3 Use received by the City Council, as Local Planning Authority, on the 11 August 2023

RDB-MLM-00-RF-DR-AR-211420 P1: Parameter Plan P4 Maximum Building Heights received by the City Council, as Local Planning Authority, on the 25 April 2023

RDB-MLM-00-RF-DR-AR-211421 P1: Parameter Plan P5 Site Levels received by the City Council, as Local Planning Authority, on the 25 April 2023

RDB-MLM-00-RF-DR-AR211180 received by the City Council, as Local Planning Authority, on the 25 April 2023

Supporting Information

Design and Access Statement prepared by Maccreanor Lavington, Schulze+Grassov and Op-en, Planning Statement prepared by Avison Young, Crime Impact Statement prepared by GMP, Environmental Standards Statement prepared by WSP, Fire Strategy Statement prepared by Hoare Lea, Local Labour Agreement Form prepared by Avison Young, Statement of Community Involvement prepared by Counter

Context, Sustainability Strategy prepared by WSP, Tall Building Statement prepared by Avison Young, Biodiversity Net Gain Assessment prepared by TEP and Utilities Statement prepared by WSP received by the City Council, as Local Planning Authority, on the 25 April 2023

Environmental Statement (Volume 2)

- Townscape and Visual Impact (Chapter 6) prepared by OPEN
- Ecology and Nature Conservation (Chapter 7) including: Arboricultural Impact Assessment prepared by TEP;
- Cultural Heritage (Chapter 8) prepared by WSP;
- Flood Risk and Drainage (Chapter 10) prepared by WSP;
- Transport and Access (Chapter 11) prepared by WSP
- Air Quality and Dust (Chapter 12) prepared by WSP
- Noise and Vibration (Chapter 13) prepared by WSP
- Daylight, Sunlight and Overshadowing (Chapter 14) prepared by WSP
- Wind Microclimate (Chapter 15) prepared by WSP
- Socio-Economics (Chapter 16) prepared by WSP
- Health and Wellbeing (Chapter 17) prepared by WSP
- Climate Change (Chapter 18) prepared by WSP

received by the City Council, as Local Planning Authority, on the 25 April 2023

Environmental Statement Volume 3: Appendices received by the City Council, as Local Planning Authority, on the 25 April 2023

Environmental Statement (Volume 4) Including appendices

Appendix I Ground Conditions Technical Note
 Appendix II Transport and Access Technical Note
 Appendix III Air Quality and Dust Technical Note
 Appendix IV Noise and Vibration Technical Note
 Appendix V Replacement Flood Risk Assessment and Drainage Strategy
 Appendix VI Updated Planning Drawings

received by the City Council, as Local Planning Authority, on the 13 July 2023

Outline Application DAS Addendum (dated July 2023) received by the City Council, as Local Planning Authority, on the 13 July 2023

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.

5) Any application for reserved matters for the Construction Phases relating to scale and layout shall be in accordance with the principles and parameters set out in the approved plans, in particular drawings:

- RDB-MLM-00-00-DR-AR-211417 P1: Parameter Plan P1 Development Plots and Public Realm received by the City Council, as Local Planning Authority, on the 25 April 2023

- RDB-MLM-00-RF-DR-AR-211418 P1: Parameter Plan P2 Movement received by the City Council, as Local Planning Authority, on the 25 April 2023
- RDB-MLM-00-ZZ-DR-AR-211419 P2: Parameter Plan P3 Use received by the City Council, as Local Planning Authority, on the 11 August 2023
- RDB-MLM-00-RF-DR-AR-211420 P1: Parameter Plan P4 Maximum Building Heights received by the City Council, as Local Planning Authority, on the 25 April 2023
- RDB-MLM-00-RF-DR-AR-211421 P1: Parameter Plan P5 Site Levels received by the City Council, as Local Planning Authority, on the 25 April 2023

The development shall comply parameters:

- No more than 3250 residential dwellings (Use Class C3a) including no more than 25% one bedroom, 63% two bedroom and 12% three bedroom;
- Non residential uses: no more than 6,300 sqm (gross internal area) of Use Class E (excluding convenience retail and gymnasiums), F and Sui Generis (excluding takeaways).
- Clubhouse: no more than 3600 sqm (gross external)
- Health centre: no more than 3600 sqm (gross external)
- Primary School: no more than 3000 sqm (gross external)
- Minimum of 3250 cycle spaces for the residential dwellings;
- No more than 325 car parking spaces for the residential dwellings including 21 accessible spaces and no more than 25 car parking spaces for the non residential uses;
- No more than 52 car parking spaces for NT02-NT04;
- No greater than the building heights specified on drawing RDB-MLM-00-RF-DR-AR-211420 P1: Parameter Plan P4 Maximum Building Heights received by the City Council, as Local Planning Authority, on the 25 April 2023

Reason: To ensure the development does not exceed the parameters disclosed in the planning application, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

6) Prior to the commencement of the Demolition Phase, a detailed demolition phasing plan (including indicative timescales for implementation) for the demolition shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include plans and drawings, sequencing and timescales. The demolition shall then be carried out in accordance with the phasing plan and timescales agreed.

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

7) Prior to the commencement of a Demolition Phase of the development, a detailed construction management plan outlining working practices for that Demolition Phase shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The demolition shall be carried out in accordance with the approved construction management plans for the duration of the Demolition Phases of the 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).

8) a) Prior to the commencement of a Demolition Phase, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the demolition phases 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 demolition phases of the development.

In this condition a Local Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour 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).

9) Prior to the commencement of Demolition Phase, an invasive non-native species protocol for that Demolition Phase shall be submitted for approval by the City Council, as Local Planning Authority. The invasive non-native species protocol shall detail the containment, control and removal of Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam within that Demolition Phase. The Demolition Phase of the development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

10) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Ecology and Nature Conservation (Chapter 7) of the Environmental Statement including: Arboricultural Impact Assessment prepared by TEP received by the City Council, as Local Planning Authority, on the 25 April 2023; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

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

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

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

11) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

12) No vegetation clearance and demolition of buildings shall take place within the Demolition Phases and the Construction Phases of the development during the optimum period for bird nesting (March - September inclusive) unless nesting birds within that Phase have been shown to be absent, or, a method statement for the removal works including for the protection of any nesting birds for that relevant

Phase is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the relevant works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

13) Prior to any demolition works within a Demolition Phase of the development, evidence of a Regulation 55 Licence shall be submitted for approval in writing by the City Council, as Local Planning Authority. No demolition or vegetation clearance works shall take place until written approval has been issued by the City Council, as Local Planning Authority.

Reason – In the interest of ensure that there is no unduly harmful impact on bat habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

14) Prior to the commencement of any Construction Phase of the development, a detailed Construction Phasing Plan (including indicative timescales for implementation) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include plans and drawings, sequencing and timescales. The development shall then be carried out in accordance with the Construction Phasing Plan and timescales agreed.

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

15) Prior to the commencement of works within a Construction Phase of the development, the applicant or their agents or their successors in title shall have 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:

- a historic building investigation (Level 3 survey) of 'Barney's Steps';
- archaeological evaluation trenching of plots RB16 and RB17;
- pending the results of the above, a targeted open-area excavation.

2. A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

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

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

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

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

16) a) Prior to the commencement of a Construction Phase of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the relevant Construction Phase 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 relevant Construction Phase of the development.

In this condition a Local Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

17) Prior to the commencement of a Construction Phase of the development, a detailed construction management plan outlining working practices for the proposed development construction of that Construction Phase shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plans for the duration of the relevant Construction Phase of the 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).

18) Prior to the commencement of any Construction Phase of the development, an invasive non-native species protocol for that Construction Phase shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam at the site. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

19) Prior to the commencement of a Construction Phase of the development, all material to be used on all external elevations of the development within that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations that Construction Phase of the development along with jointing and fixing details, extent of window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management. The materials shall also be supported by a series of bay studies.

The approved materials shall then be implemented as part of that Construction Phase of the development.

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

20) a) Notwithstanding the:

Environmental Statement, Red Bank outline planning application and NT02-04 New Town full planning application, Avison Young, Dated April 2023.

Northern Gateway, Ground Conditions Desk Study, ARUP, Reference: MNG-ARP-SW-RP-CG-102, Dated 15 August 2019.

Victoria North Infrastructure Works, Ground Investigation Interpretative Report, ARUP, Reference: VNIF-ARP-ZZ-YYY-RP-CG-0009, Dated 23 February 2022.

Victoria North Infrastructure Works, Ground Investigation Interpretative Report, ARUP, Reference: VNIF-ARP-ZZ-YYY-RP-CG-0012, Dated 16 August 2022.

Victoria North Infrastructure Work, Pre-development Remediation Strategy, LK Consult, Reference: LKC 22 1587, Dated 18 November 2022.

Preliminary Risk Assessment, Application 4: Red Bank Neighbourhood (Outline application), WSP, Reference: 70079268/12084, Dated April 2023.

A Construction Phase of the development shall not commence until the following information relevant to that Construction Phase has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that Construction Phase of the site

- Submission of Site Investigation Proposals for Travis Island
- Submission of a Site Investigation and Risk Assessment Report for Travis Island
- Post remediation gas monitoring to be undertaken for Red Bank Terrace and Plateau as the gas regime may change once hydrocarbon impacted soils have been removed.
- Submission of a detailed Remediation Strategy for Travis Island
- Submission of a build phase Remediation Strategy for Red Bank Terrace and Plateau.

b) When any Construction Phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy (as approved in part (a) of this planning condition).

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on a Construction Phase at any time before the development is occupied, then development on the relevant part of the Construction Phase shall cease and/or the relevant part of that Construction Phase development shall not be occupied until, a report outlining what measures, if any, are required to remediate the relevant land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority and the development of that Construction Phase 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.

21) Prior to the first occupation of a residential element within a Construction Phase, a completion/verification Report for that Construction Phase shall be submitted for approval in writing by the City Council as Local Planning Authority to ensure that the remediation work agreed as part of condition 20 has been undertaken in line with the previously agreed 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.

22) Notwithstanding the details submitted on the Appendix V Replacement Flood Risk Assessment and Drainage Strategy received by the City Council, as Local Planning Authority, on the 13 July 2023, (a) a Construction Phase shall not

commence until a scheme for the drainage of surface water from that Construction Phase of the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include the following information for that Construction Phase:

- A drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components evidenced by a supporting appraisal must be presented. Suggested components for this site include green roofs, green walls, tree pits, rain gardens.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates,. The existing rate must be calculated from survey of the existing drainage.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations. (Details of 22 litres per second per hectare into a new primary surface water drainage system proposed as part of the HIF infrastructure planning consent as per - WSP - 79268-VICN-WSP-FRA-001 APRIL 2023)
- Breakdown of discharge rate per plot
- 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 45% 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.
- Where surface water is connected to a Main River, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of the proposed new connections will suffice.
- Where alterations are proposed to the Main River, any works within or adjacent to the river that would affect it would require consent from the Environment Agency.
- An email of acceptance is required from the EA, confirming that the proposed works to the existing channel and flood plain areas are acceptable.
- Confirmation that the EA approve of the 'precautionary approach' flood model to be used for the scheme.
- 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.

- Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice.
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.
- 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. This must clearly name the responsible party and include a schedule of tasks and frequencies which shall be derived from manufacturers' instructions and/or best practice CIRIA C573.
- 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.

The approved drainage strategy for a Construction Phase shall be implemented and be in place prior to the first occupation of each Construction Phase.

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

23) A Construction Phase shall not commence until a details of the space standards for the residential dwellings within that Construction Phase, have been submitted for approval in writing by the City Council, as Local Planning Authority. The approved space standards shall be implemented for that Construction Phase of development

Reason – To ensure appropriate space standards are progressed as part of each residential phase of development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and the Manchester Residential Quality Guidance.

24) Prior to the commencement of a Construction Phase, a fire statement for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved fire statement shall be implemented as part of that Construction Phase.

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

25) Prior to the commencement of a Construction Phase, a daylight and sunlight assessment for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved mitigation measures set out in the daylight and sunlight assessment for the relevant Construction Phase shall be implemented as part of the development including any appropriate mitigation measures which must be in place prior to the first occupation of the relevant Construction Phase.

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

26) Prior to the commencement a Construction Phase, a wind assessment for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved mitigation measures set out in the wind assessment for that Construction Phase shall be implemented as part of the development including any appropriate mitigation measures which must be in place prior to the first occupation of that Construction Phase.

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

27) Prior to the commencement a Construction Phase, an air quality assessment for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved mitigation measures set out in the air quality assessment for that Construction Phase shall be implemented as part of the development including any appropriate mitigation measures which must be in place prior to the first occupation of that Construction Phase.

Reason – In the interest of air quality pursuant to policies SP1, EN15 and DM1 of the Manchester Core Strategy (2012).

28) Prior to the commencement of a Construction Phase, details of the method for piling, or any other foundation design using penetrative methods for that Construction Phase, has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during that Construction Phase.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

29) Prior to the commencement of a Construction Phase which includes the implementation of Plateau Avenue, a Road Safety Audit (RSA) for Plateau Avenue and the vicinity shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any mitigation measures outlined and agreed as part of the RSA shall be implemented as part of the relevant phase of the development and be in place prior to the first occupation of development within Red Bank Plateau or first use of Plateau Avenue whichever is sooner.

Reason – In the interest of highway and pedestrian safety pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

30) (a) Prior to any above ground works associated within a Construction Phase, details of the hard and soft landscaping together with public and private realm works relating to that Construction Phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

(i) Details of the proposed hard landscape materials;

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

(b). The approved details shall then be implemented and be in place prior to the first occupation of the Construction Phase of the development hereby approved.

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

The boundary treatment for a Construction Phase shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on that Construction Phase, other than that shown on the approved plans.

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

31) Prior to the first occupation of a Construction Phase, a detailed 30 year landscape environmental management plan (LEMP) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the relevant Construction Phase will be maintained including maintenance schedules and repairs together with:

- Detail long-term design and management objectives.
- Detail the management responsibilities, monitoring and maintenance schedules for all terrestrial and riparian landscapes created and/or retained.
- Detail the management responsibilities, monitoring and maintenance schedules for all nature-based sustainable urban drainage features created.

- Detail the management responsibilities, monitoring and maintenance schedules for the River Irk channel. It is recommended the LEMP accepts a degree of channel change and identifies the conditions under which maintenance is required.
- Detail how the presence of any invasive non-native species (INNS) will be managed.
- Details of the financial provisions to ensure the provision of any monitoring and maintenance schedules.
- Details of the bodies / named persons responsible for enacting the LEMP

The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan.

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

32) Prior to the first occupation of a Construction Phase, details of the implementation, maintenance and management of the sustainable drainage scheme for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall then be implemented in accordance with the details and thereafter managed for the relevant phase and maintained for as long as the development remains in use.

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

33) Prior to the commencement of a Construction Phase, an Environmental Standards Statement for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

A post construction review certificate/statement confirming compliance with the Environmental Standards Statement for that Construction Phase shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that Construction Phase.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

34) Prior to the commencement of a Construction Phase which includes the Club House, Health Centre and Primary School, a Building Research Establishment Environmental Assessment (BREEAM) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within three months of the buildings within the relevant Construction Phase are first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

35) (a) Prior to the first occupation of a building within a Construction Phase, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

(b) Prior to the first occupation of a building within a Construction Phase of the development, a verification report for that building will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

36) (a) Prior to the first use Class E, F and Sui Generis (and any relevant use) within a Construction Phase, uses, a scheme of acoustic insulation for those spaces within a relevant building within a Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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 those spaces within a building in a relevant Construction Phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

37) (a) Prior to the first occupation of a residential building within a Construction Phase of the development, a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding roads, and any other relevant noise source for that building, shall be submitted for approval in writing by the City Council as Local Planning Authority.

The scheme shall include measure to mitigate any actual or potential sources of noise which require consideration on or near the site.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

The scheme shall reflect higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The approved noise insulation and ventilation scheme for a building shall be completed before the first occupation of the residential accommodation within a building.

(b) Prior to the first occupation of a residential building within a Construction Phase, a verification report for that building 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 with windows and purge vent doors closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

38) Prior to the commencement of development within a Construction Phase, details for a waste management strategy for the storage and disposal of refuse for the residential element in that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element of a building in that Construction Phase and shall remain in situ whilst the use or development is in operation.

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

39) Prior to the commencement of development of a Construction Phase, details of a waste management strategy for the storage and disposal of refuse for the Class E, F and Sui Generis uses within that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the Class E, F and Sui Generis uses in a building within that Construction Phase and shall remain in situ whilst the use or development is in operation.

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

40) Prior to the commencement of development of a building within a Construction Phase, details of a scheme to extract fumes, vapours and odours from Class E, F and Sui Generis uses in that building shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme for that building shall then be implemented prior to the first use of each of these spaces in that building and thereafter retained and maintained in situ.

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

41) Prior to the commencement of development of a building in a Construction Phase, full details of a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of that building and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment and river corridor the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

42) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 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.

43) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for Construction Phase buildings:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

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

44) Prior to the first use of any commercial units, health centre and clubhouse within a Construction Phase, a schedule of opening hours for that building/premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces.

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.

45) Prior to the first use of the commercial spaces within a building, details of any external areas associated with the commercial spaces (including an Operating Schedule) within that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

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

The approved plan shall be implemented upon first use of the commercial uses in that building and thereafter retained.

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

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

46) Each commercial unit shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary

Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

47) The commercial spaces within a Construction Phase of the development shall be occupied as Class E (excluding convenience retail and gymnasium), F1, F2 and Sui Generis: Drinking Establishment only and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) without the benefit of planning permission being secured.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

48) In the event that any of the commercial units within a Construction Phase of the development are occupied as a café/restaurant and/or drinking establishment, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - o Dispersal policy;
 - o Mechanism for ensuring windows and doors remain closed save for access or egress 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 (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

49) 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 residential accommodation (Class C3(a)) 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). 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.

50) The residential accommodation 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.

51) Prior to the commencement of a building within a Construction Phase, a Crime Impact Statement for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Each building within a Construction Phase of the development, shall be carried out in accordance with the approved Crime Impact Statement,

Prior to the first occupation of each building written confirmation of Secured by Design Accreditation for that building shall be submitted for approval by the City Council, as Local Planning Authority.

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

52) Prior to the commencement of a building within a Construction Phase, a Travel Plan Framework for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of a building within a Construction Phase, a Travel Plan for that building which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

53) Prior to the commencement of a Construction Phase, details of the residents cycle storage for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available upon first occupation of the residential element of a building within that Construction Phase and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

54) Prior to the commencement of a Construction Phase, details of the non residential cycle storage/provision for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available upon first use of the residential element of the Construction Phase and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

55) Prior to the commencement of a Construction Phase, a car parking layout (including provision for accessible parking) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details for each building within a Construction Phase shall be implemented and be available prior to the first occupation of that building.

The car parking shall remain available for as long as the residential element remains in use.

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

56) Prior to the commencement of a Construction Phase, details of the provision of the electric vehicle charging for the car parking for that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local

Planning Authority. This shall include provision of electric vehicle charging for all vehicles associated with that phase and that the specification would be fast charging at a minimum of 7kw.

The approved electric vehicle charging proposals for each building within a Construction Phase shall be implemented prior to the first occupation of that building and retained and maintained in situ for as long as the development remains in use. Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

57) Prior to the commencement of a Construction Phase, a strategy and relevant timescales for the implementation of highways works relevant to that articular Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Re-surfacing of footways and reinstatement of dropped kerbs together with the installation of tactile paving including 2 metre footway on the west side of Red Bank;
- Re-instatement of redundant footways and dropped kerbs;
- Street Tree planting;
- Red Bank/Roger Street/Lord Street (drawing 70079268-WSP-XX-XX-DR-TP-022 Rev B – Extension of no waiting restrictions along Lord Street in order to allow a two lane approach together with a controlled pedestrian crossing across Red Bank in the vicinity of the existing uncontrolled provision;
- Cheetham Hill Road/Lord Street – provision of a right turn arrow for vehicles turning into Lord Street
- Re-validation of SCOOT at Cheetham Hill Road/Lord Street;
- Re-positioning of SCOOT loop/ducting on Lord Street;
- Improvements to Roger Street for cycle and pedestrian improvements (associated with plots RB06 and RB07)
- Footway improvements to the norther side of Dantzic Street (as part of Plots RB16/RB17)

The approved scheme and relevant timescales for implementation of each element of works shall be implemented and be in within the agreed timescale.

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).

58) Prior to the commencement of a Construction Phase, a TV reception survey for that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The mitigation measures of the approved survey shall be implemented as part of that phase of the development.

Within one month of the practical completion of each phase of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television

signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before a phase of the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

59) Prior to the first occupation of a Construction Phase of the development, details of bird and bat boxes to be provided (including location and specification) in that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of that Construction Phase and thereafter retained and maintained in situ.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

60) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings hereby approved 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.

61) Prior to the first occupation of a building in a Construction Phase of the development, a building signage strategy for external facades and commercial frontages for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. All commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that building 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).

62) All windows at ground level, unless shown otherwise on the approved drawings, 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.

63) The development hereby approved shall include for accessible routes within the public realm and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

64) Prior to the commencement of a Construction Phase, a detailed strategy for the provision of accessible dwellings (including a specified number of accessible wheelchair dwellings) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of each relevant phase of the development and thereafter retained.

Reason - To ensure an appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

65) Prior to the first occupation of a building within a Construction Phase, details of any roller shutters to the ground floor of the premises in that building 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 of the commercial units within a relevant phase and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

66) Prior to the first occupation of a building within a Construction Phase of the development, details of the opening hours for any roof terraces in that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The terraces in that building shall be operated in accordance with the approved opening hours.

There shall be no amplified music or sound on the roof terrace at any time.

Reason - In interests of 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.

67) Prior to the first use of the Multi Use Games Area (MUGA) associated with the primary school, a Community Use Agreement prepared in consultation with Sport England shall be submitted for approval in writing by the City Council, as Local Planning Authority. The agreement shall apply to the MUGA and include details of pricing policy, hours of use, Pitch Usage Plan (subject to pitch condition), access by non-members, management responsibilities and a mechanism for review. The community Use Agreement shall be in place upon first use of the MUGA. The MUGA shall be used in accordance with the approved agreement and for the duration of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Policy EN10 of the Manchester Core Strategy (2012) and Section 8 of the NPPF.

68) Prior to the first occupation of a building within a Construction Phase of the development, a detailed car parking (drop off and pick up), servicing, taxi and deliveries strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the management arrangements for moving in and out times, taxi pick up and drop off and food and online deliveries and any other associated management and operational requirements. The approved strategy, including any associated mitigation works, for that building, shall be implemented and be in place prior to the first occupation of the residential element and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

69) Prior to the first occupation of a Construction Phase of the development, a detailed parking and management plan/operation management plan for Plateau Avenue shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the how the neighbourhood management company shall manage servicing, pick up and drop off and access along the Avenue. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of a Construction Phase within the Plateau and thereafter retained and maintained in operation.

Reason - To ensure appropriate management arrangements are in place for Plateau Avenue in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

70) Prior to the first occupation of a building within the Construction Phase of the development, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the building and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

71) Prior to the first occupation of a building within the Construction Phase of the development, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 35. The approved details shall then be implemented prior to the building and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

72) Prior to the commencement of works to plot RB10 (except for enabling works, tree clearance, vegetation removal, ground works and remediation), a Radar Mitigation Scheme (RMS) shall be submitted for approval in writing for that plot. This shall also include a timetable for its implementation during construction. The RMS shall be implemented in accordance with the timetable for implementation and thereafter retained and maintained.

Reason – In the interest of aircraft safety and the operations of NATS en-route PLC and Manchester Airport pursuant to policy DM2 of the Manchester Core Strategy (2012).

73) No construction work on plot RB10 shall be carried out above 75m AOD unless and until the approved Radar Mitigation Scheme for that plot, as approved by condition 69, has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

Reason – In the interest of aircraft safety and the operations of NATS en-route PLC and Manchester Airport pursuant to policy DM2 of the Manchester Core Strategy (2012).

74) The Primary School within a Construction Phase of the development shall be occupied as Class F only and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

75) Notwithstanding the provisions Class O of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) any Class E office accommodation shall be retained for the purposes of Class E office accommodation within of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class E.

Reason - To safeguard the office accommodation as part of maintaining the supply of suitable and sustainable office accommodation in this part of the City particularly accommodation suitable for small business pursuant to policies SP1 and EC1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

76) Prior to the commencement of a Construction Phase, full details of the existing and proposed levels in that Construction Phase (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with these details.

Reason - In the interest ensure an accurate record of the changes to the site levels at the application site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

77) Prior to the commencement of works for the primary school at plot RB05b, details of the design and layout of the Multi Use Games Area shall be submitted for approval in writing by the City Council, as Local Planning Authority, in consultation with Sport England. For the MUGA the details shall include cross sections of the sub base and surface materials, drainage, dimensions, fencing and sports lighting. The Multi Use Games Area shall be constructed in accordance with the approved details and be in place prior to the first occupation of the primary school and thereafter retained and maintained in situ.

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

78) Prior to the commencement of works for the primary school at plot RB05b, details of the opening hours for the Multi Use Games Area shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall be implemented as part of the development and thereafter retained.

Reason – In the interest of residential amenity pursuant to policy DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

79) In the event a premises within a Construction Phase is occupied by a Cheche, day nursery or day centre, a detailed management and servicing strategy for that use within that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of pick and drop off and servicing arrangements including management arrangements, operating

hours and details of out door provision. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the premises in that Construction Phase with the strategy retained and maintained for the as long as the development remains in that use.

Rason – To ensure appropriate management arrangements are put in place for this use in the interest of residential amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

80) Prior to the commencement of a Construction Phase, a detailed movement strategy for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. Where relevant this shall include:

- Identification of key pedestrian and cycle links both within and beyond the application boundary including condition survey (this should include Dantzic Street/Bromley Street and links to Rochdale Road and the City Centre) (but not restricted to);
- Details of improvements to facilitate and improve active travel on the key routes including (but exclusive of) improvements to underneath bridges, improvements to highway infrastructure to restrict car parking and facilitate pedestrian and cycle movements;
- Improvements to Roger Street to facilitate cycle and pedestrian movement (particularly around plots RB06 and RB07);
- Improvements to the disused railway;
- Improved lighting and other security measures;
- The creation and implementation of a signage and wayfinding strategy to promote the enhanced routes;
- Timescale for implementation and phasing of any agreed works;
- Maintenance strategy.

The movement strategy shall be implemented within the timescales and phasing agreed as part of this planning condition and thereafter retained and maintained.

Reason – In order to promote active travel within and beyond the application boundary pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

81) Prior to the commencement of a Construction Phase, details of boardwalk and woodland improvement measures in that Construction Phase where relevant shall be submitted for approval in writing by the City Council, as Local Planning Authority. These improvements shall be implemented within a timescale to be agreed in writing by the City Council, as Local Planning Authority. The improvement works shall be implemented within that timescale and thereafter retained and maintained in situ.

Reason – In the interest of protecting areas of woodland and improving access pursuant to policy EN15 of the Manchester Core Strategy (2012).

82) (a) The Building Works hereby approved shall be carried out in accordance with the Biodiversity Net Gain Assessment received by the City Council, as Local Planning Authority, on the 25 April 2023.

(b) As part of each Construction Phase, an updated version of the Biodiversity Net Gain Assessment shall be submitted to the City Council, as Local Planning Authority for approval. This will provide any updates required to the document approved under part (a) of this condition to reflect the detailed design proposals contained within that phase, and any subsequent updates to the ecological assumptions required to meet a minimum overall target of 10% biodiversity net gain across the Red Bank and NT02-NT04 sites.

(c) Prior to the first use of each Construction Phase of development agreed within part (a) of this condition, a verification report will be requirements to validate that the works undertaken at that stage conforms to the recommendations and required approved within part of part (b) of this planning condition including its contribution towards the minimum 10% biodiversity net gain across the Red Bank and NT02-NT04 sites.

(d) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment. A verification report and measures shall be agreed until such a time as all four phases of development comply with parts (a), (b) and (c) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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 - In the interest of securing a biodiversity mitigation strategy for the Red Bank Neighbourhood pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

83) Prior to the commencement of a Construction Phase, a parking management plan (PMP) to manage on site car parking for that Building Works Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved PMP shall be implemented as part of the Construction Phase and thereafter retained for as long as the development remains in use.

Reason – In order to secure a temporary car parking strategy pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

84) A Construction Phase of development hereby approved shall not commence until details for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes have been submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Details of how redundant boreholes are to be decommissioned;

- How any boreholes that need to be retained, post development, for monitoring purposes, will be secured, protected and inspected.

The relevant Construction Phase shall be implemented in accordance with the details and thereafter retained and maintained in situ.

Reason – To ensure that any potential source receptor pathways are protected and/or appropriately decommissioned thereby ensuring that any risks to controlled water are mitigated pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

85) No drainage systems for the infiltration of surface water to the ground where adverse concentration of contamination are known or suspected to be present are permitted for a Construction Phase without a strategy being submitted for approval in writing by the City Council, as Local Planning Authority. The strategy for such systems must be supported by an assessment of the risks to controlled waters. The relevant Construction Phase shall be carried out in accordance with the approved details.

Reason – The previous use of the application site presents a risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable drainage system. This could pollute controlled waters pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

86) Prior to the commencement of a Construction Phase of the development for Plots RB6, RB7, RB10, RB16 or RB17, a detailed scheme for those plots for the provision of a minimum 8 metre wide riparian buffer zone for the River Irk Corridor has been submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Be free from any built-form development, unless this sufficiently justified and/or proven to be necessary for the purpose of flood risk management or enhancing riparian habitat quality along the River Irk waterbody.
- Include plans/drawings illustrating the width and length of buffer zone to be provisioned. - As appropriate, be supported by a hydromorphological survey and assessment illustrating how, for the purpose of the scheme, this has informed the final intended detailed design. Hydromorphological reporting should include an assessment of impacts on sediment transport (should bed material be imported or significant changes to the channel cross-section be proposed).
- Provide detailed cross-sections, for all design elements and at a minimum of every 30 metres, showing existing bank profile versus any new river corridor intervention planned (including site levels).
- Demonstrate how any potential implications for flood risk have been addressed within the intended design, utilising flood modelling as appropriate as evidence.
- Identify the riparian interventions intended to ensure design is ecologically valuable, sustainable and climate resilient.

- Demonstrate how intended design is in accordance to relevant national and local environmental objectives and strategic policy for the protection and enhancement of controlled waters and biodiversity.
- For any new soft landscaping, provide a detailed planting schedule, predominantly based on locally provenanced and native species.
- Detail any pre-existing habitat / vegetation to be retained.
- Detail how the scheme shall integrate with any pre-existing or approved infrastructure.

The relevant Construction Phase shall be implemented in accordance with the details and thereafter retained and maintained in situ.

Reason – Land alongside watercourses are valuable to habitats and wildlife and the development should look to integrate and enhance waterbodies including the River Irk pursuant to policies EN15 and DM1 of the Manchester Core Strategy (2012).

87) Prior to the commencement of a Construction Phase of the development, a scheme demonstrating accordance with the principles of the Flood Risk Assessment prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Plans and sections (topographical surveys) of existing ground levels and proposed ground levels.
- Whereby interacting with the riparian corridor, cross-sections for all design elements, at a minimum of every 30m, showing existing bank profile versus intervention planned (including site levels).
- As appropriate, supporting updated flood risk modelling demonstrating that fluvial flood risk can be appropriately managed within the boundaries of the development.
- Details of any flood storage areas or measures proposed.
- Details of control structures/defences proposed associated with the provision of effectual flood risk management for the lifetime of the development.
- Confirmation of the final maintenance arrangements for any features providing flood storage and control.
- Phasing of construction for any interim flood mitigation measures required.
- Finished floor levels of the build development relative to 'design flood' level.
- As appropriate, details of the flood resistance and resilience measures to be implemented within the built development

The relevant Construction Phase shall be implemented in accordance with the details and thereafter retained and maintained in situ.

Reason – To ensure flood risk is not increased elsewhere and to reduce the risk of flooding to the proposed development and future users pursuant to EN17 of the Manchester Core Strategy (2012).

88) The Construction Phase of the development hereby approved shall be carried out in accordance with the submitted Flood Risk Assessment and Drainage Strategy

prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

89) Notwithstanding the flood mitigation measure outlined in the Flood Risk Assessment and Drainage Strategy prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023, full and final details of the flood mitigation measures shall be submitted for approval prior to the commencement of a Construction Phase. This shall include where relevant:

- Ground level lowering/terracing associated with land adjoining plots RB6, RB7, RB16 and RB17;
- Flood Wall adjoining Dantzig Street and lowered levels around RB16

The approved measure shall be implemented as part of each Construction Works Phase and a verification report confirming the measures have been implemented shall be submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the residential element of each Construction Phase.

The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

90) Prior to the commencement of a Construction Phase, a flood risk infrastructure maintenance/management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved plan shall be implemented prior to the first occupation of the residential element of each Construction Phase.

The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

91) Prior to the commencement of any Enabling Works and Construction Phase, a scheme demonstrating associated environmental risk(s) can be appropriately managed has been submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Details of any mitigation measures required to suitably manage any interim flood risk, utilising flood modelling as appropriate.
- Details of the working practices and mitigation measures which will be implemented to ensure the protection of water resources and the wider environment.

- Details to demonstrate the integrity of any structures intended to remain in-situ or being implemented for the purpose of risk management are appropriate.

The approved plan shall be implemented prior to the commencement of the relevant Demolition and Construction Phases.

The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

92) Prior to the first occupation of a building within a Construction Phase, a flood evacuation plan for that construction phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved flood evacuation plan shall be implemented upon first occupation of a building within a that Construction Phase and thereafter retained and maintained in situ.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

93) (a) Three months prior to the first occupation of a Construction Phase of the development, a Local Benefit Proposal Framework for that Construction Phase that outlines the approach to local recruitment for the end use(s) (including estate management and commercial spaces), 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 occupation 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 6 months of the first occupation of the Construction Works Phase of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) for that Construction Phase above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

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

94) Prior to the commencement of a relevant Construction Phase, details of a permanent 52 space car parking shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details shall include:

- the siting, location, appearance of the car park;
- Size of bays including number and size of accessible bays
- Security and management arrangements for the car park;
- How residents would be able to access car parking at the site.

The approved details shall implemented as part of a relevant Construction Phase with the details implemented in full prior to the first use of the car park.

Reason – In the interest of providing sufficient car parking for the Masterplan area pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Whilst there is only a low risk of otter being present, the applicant is reminded that under the 2019 Regulation it is an offence to disturb, harm or kill otters. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.
- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- 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/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable

to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed
- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
- Where work is within the vicinity of the River Irk, there would be the need for a Flood Risk Activity Permit (ERAP) granted by the Environment Agency.

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: 136812/OO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

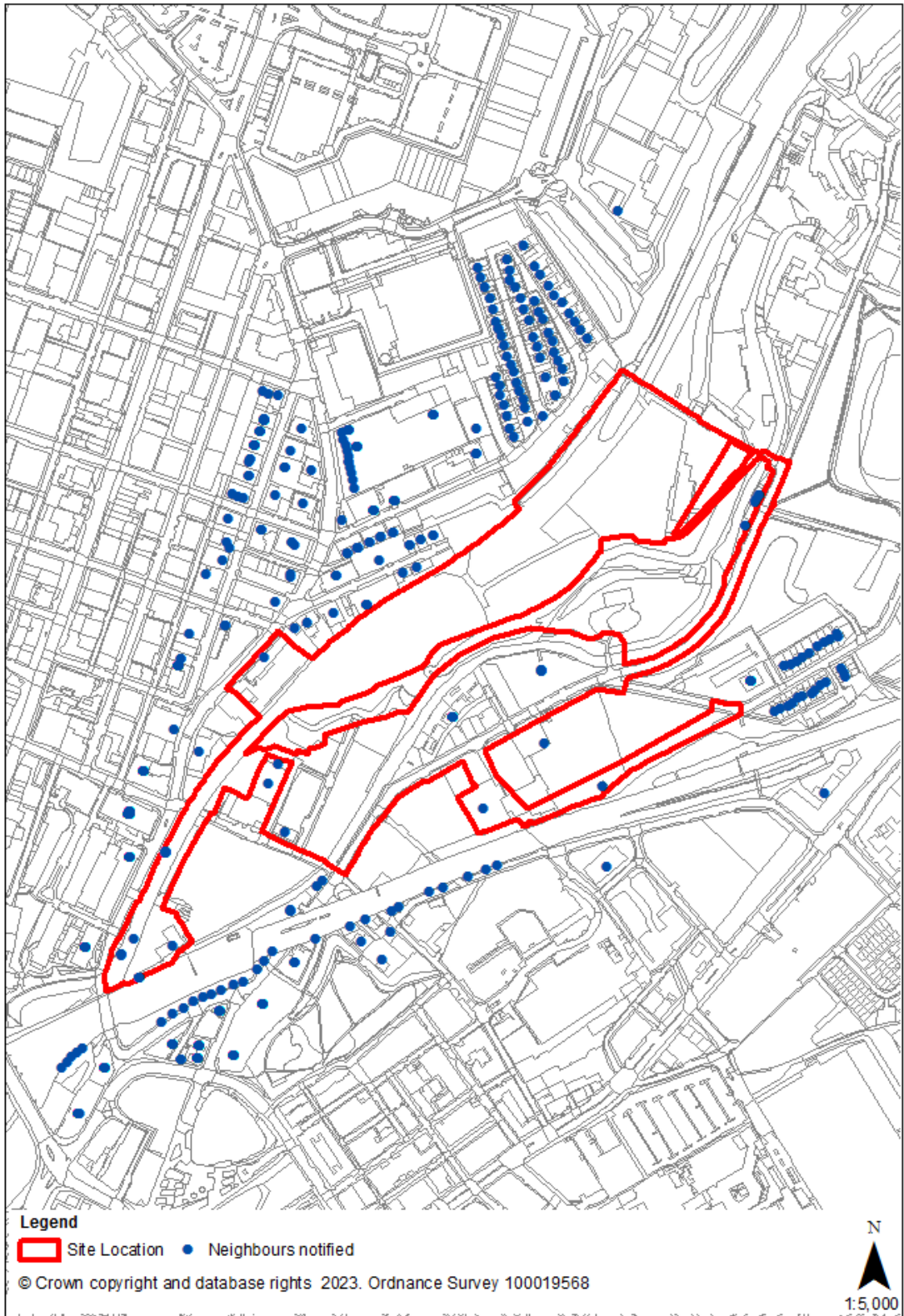
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Transport For Greater Manchester
United Utilities Water PLC
Health & Safety Executive (Fire Safety)

**Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
The Coal Authority
Network Rail
Planning Casework Unit
Natural England
Sport England**

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

Representations were received from the following third parties:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
136814/FO/2023	9th May 2023	31st Aug 2023	Cheetham Ward

Proposal Erection of a phased residential led mixed use development comprising three residential towers (Use Class C3 and C2) (NT02 34 storeys, NT03 part 8, part 20 and part 31 storeys and NT04 part 8, part 27 storeys) with associated flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); erection of a 6 storey residential amenity space within a clubhouse building (part of NT02), with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, drainage infrastructure and associated engineering works following demolition of existing buildings and structures

Location Land Bounded By Dantzic Street, Dalton Street And The Railway Line Known As Plots NT02, NT03 And NT04, Manchester

Applicant Northern Gateway (FEC) No.11 Limited

Agent Mr Ed Harvey, Avison Young

EXECUTIVE SUMMARY

Key Issues

This application proposes 1551 homes of which 78 would be affordable (5%). It includes a clubhouse, commercial uses, highway improvements, public realm and landscaping.

Three letters have been received providing comments on construction impacts and the impact of the height on nearby residential accommodation.

Principle of the proposal and the schemes contribution to regeneration The development accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This is a strategically important brownfield site specifically identified to create new homes. The proposal represents a £380 million investment in the regeneration of Victoria North and would continue development activity along Dantzic Street where the applicant is building 634 homes at Victoria Riverside. This proposal would create 1551 homes in a range of house types and sizes offering family and age friendly accommodation. 59% would be 2 or 3 bed. 5% of the new homes would be affordable.

Economic The development would support the creation of between 1877 and 2047 jobs for each year of the construction programme. The GVA associated with these jobs would be £18.3 million per year of which £5.4 million would be generated within the Manchester economy. The new households are predicted to spend £28 million per year. 1551 new homes would also create additional Council Tax revenue in the region of £2,902,515 per annum.

Social It would deliver 1551 homes on a contaminated brownfield site. One, two and three bedroom homes would be provided. 5% or 78 homes would be affordable. A local Benefit Proposal would ensure that Manchester residents are prioritised for construction jobs. Residents would benefit from the new health centre and primary school provided at Red Bank. Public realm would improve connectivity and provide a pedestrian friendly environment. Highway improvement works along Dantzic Street which would prioritise pedestrians and cyclists and create a green route to the city centre. Dantzic Street would accommodate two way bus movements.

Environmental This would be a low carbon development. The site is in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are complex but can be remediated to realise the development. Drainage aims to minimise surface water run off including a blue and green infrastructure. The layout, height, scale and appearance of the building would meet the necessary criteria required for tall buildings in Manchester. The development would have a positive impact on the Manchester skyline. There would be in excess of 10% biodiversity net gain ensuring that the development contributes to mitigating the effects of climate change. The proposal would also include green and brown roofs for habitat creation. EV charging points, bus stop provision and car club bays would also be provided.

Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking and wind conditions are considered to be acceptable. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description

This 2.81 ha site is to the south of Dantzic Street, south west of Dalton Street and north of the railway lines. It comprises development plots known as NT02, NT03 and NT04. Access is from Dantzic Street and is bisected from north to south by Dulwich Street which is gated. There is a 10 metre level change across the site between Dantzic Street and Dalton Street.

It is mainly brownfield former industrial land, with a surface level car park in the western corner of the site. A warehouse in the south western corner is being used as a music and cultural venue/event space for a temporary period of two years.

There is evidence at the site of a previous use with soil and rubble piles. There is limited vegetation with 4 individual trees and 4 group trees present.

The site is close to the River Irk and the majority is in flood zone 1 with a low probability of flooding. It is in a critical drainage area. A small section of the site is in flood zone 2. The site is not in a conservation area, but below ground archaeology is of interest. The AQMA is 150 metres from the site on Cheetham Hill Road.

Victoria Station is nearby and provides access to trains, trams and bus services. There are also amenities in the local area and in the railway viaduct. The shops, services and amenities of the city centre are within walking distance.

The Applicant is the City Council's investment partner to regenerate 155 hectares of land at Victoria North over the next 10 to 20 years to create a thriving neighbourhood and support change and regeneration in Collyhurst.

This application should be read in conjunction with application 136812/OO/2023, an outline application for 3250 homes, commercial uses, health centre and primary school together with public realm and place making at Red Bank. The site is part of the same masterplan and the Environmental Statement covers both application to understand the environmental impacts from both developments.

The Proposal

The site is in the New Town area of the masterplan and development at this plot would complement the regeneration activity proposed at Red Bank Plateau and Red Bank Viaduct (see outline application 136812/OO/2023).



Development areas

This proposal would deliver 1551 homes at three development plots as follows:

- NT02 – 316 new homes;

- NT03 – 579 new homes; and
- NT04 – 656 new homes.

A wide range of property types and sizes would be progressed as part of the development with 41% 1 bedroom, 54% 2 bedroom and 5% 3 bedroom. The number of one bedroom properties within this proposal is higher than would normally be supported, when taken with the outline permission, the number of one bedroom properties reduces to 30%. Across both developments, larger properties would be promoted which would be child and age friendly.

The homes would be supported by amenity space and commercial uses. This development would also benefit from the health centre and primary school proposed at Red Bank Plateau and improved public realm.

There would be 152 parking spaces for residents with additional visitor parking (10% provision), and 1551 cycle spaces. Public realm and landscaping would be provided.

NT02 and NT03 are on the corner of Dantzic Street and Dulwich Street would comprise a tower element and lower elements. The tower elements would be finished in anodised cladding whilst the lower elements of the building would be masonry.

A six storey clubhouse would provide residents amenity space and be a mixture of terracotta panels and fins, and anodised cladding. An external terrace area would be provided to the upper levels of the building.

NT04 comprises three buildings arranged around a courtyard with gaps to allow views and sunlight. In contrast to NT02 and NT03, NT04 would be largely masonry with different tones of brickwork and precast concrete to provide contrast.

Dantzic Street would be defined with commercial uses. Dalton Street would primarily have a residential frontage. Dulwich Street South would include residential uses to the south and commercial uses to the west. Travis Square, a central area of amenity space, would be a transitional space between Dantzic Street and Dulwich Street.

The public realm would include active spaces used for commercial, recreational and/or ecological uses.

Natural stone paving and high-quality street furniture would transform Dantzic Street and complement its new commercial focus. Segregated cycle lanes would provide a safe and attractive active travel corridor. Trees and planting would enhance the environment and provide a natural setting. Accessible parking and servicing would be provided.

Dulwich Street would be a private road managed by the applicant. Bollards would restrict access and servicing movements and allow it to be used actively, with a focus on child friendly play.

Dalton Street would also be upgraded with natural stone paving and street furniture. The cycle infrastructure would be extended from Dantzic Street with accessible bays and servicing.

Waste management and recycling would be a priority. Sufficient room would be created in each apartment to support recycling.

This planning application has been supported by the following information:

- Design and Access Statement including:
 - o Landscape section
 - o Refuse Management Strategy
 - o External Lighting Plan
- Planning Statement, including:
 - o Social Infrastructure Assessment;
 - o Green and Blue Infrastructure Statement;
 - o Development specification; and,
 - o Section 106 Draft Heads of Terms
- Biodiversity Net Gain Assessment;
- Broadband Connectivity Assessment;
- Crime Impact Statement;
- Environmental Standards Statement;
- Financial Viability Assessment;
- Fire Strategy Statements;
- Local Labour Agreement Form;
- Statement of Community Involvement;
- Sustainability Strategy;
- Tall Building Statement;
- TV Reception Statement; and
- Utilities Statement.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Townscape and Visual Impact;
- Ecology and Nature Conservation;
- Cultural Heritage;
- Ground Conditions;
- Flood Risk and Drainage;
- Transport and Access;
- Air Quality and Dust;
- Noise and Vibration;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Socio-Economics; and
- Health and Wellbeing.

Consultations

Publicity The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings, and being EIA

development. Site notices were displayed and a notice placed in the local press. Notification letters have been sent to an extensive area of residents and businesses.

Three comments have been received on the application. The comments can be summarised as follows:

- Concerns regarding the impact from the construction activities including parking. Construction workers at Victoria Riverside use Dantzic Street, Dalton Street and Collyhurst Road to park their cars. Yellow lines are ignored and there are ongoing issues with parking on the pavement along Dalton Street which forces residents onto the road. This is particularly problematic for wheelchair users and those with pushchairs;
- Parking from construction works has also created a huge litter problem in the area;
- This development would bring more construction workers to the area and therefore more parking and litter. There should be designated parking areas for construction workers to help manage the impacts of this;
- The height of the building is a concern. There are many listed buildings (including railway bridges) in the area which would be buried by even more skyscrapers in this location. A smaller development should be constructed;
- NT04 would be 27 floors which would impact on Emmerline along Dalton Street and the garden at Sylvia. 27 floors would be double the size of Emmerline (12 floors) and would block the view into the city centre. It would also cast a shadow.

Highway Services Connectivity and routes need to be improved including signage and wayfinding. The level of parking is acceptable. A management plan and a refuse and servicing strategy is required for Dulwich Street. Dantzic Street would accommodate two way bus movements in order to service Victoria North developments as demand increases for bus services. A bus stop should be provided along Dantzic Street. Traffic calming would need to be supported by a 20 mph TRO and waiting restrictions. Car club bays should also be provided. A review and amendments to existing TROs in the area is required together with a parking management plan to support the parking strategy. A Road Safety Audit would also be required once further details on the proposal are known. A travel plan and construction management plan should also be agreed.

Environmental Health conditions are required to agree fume extraction, lighting, plant and a construction management plan. Wheel washing is required. Noise assessment for the homes and commercial accommodation would be required (including overheating). Lighting details, waste management, delivery hours and measures around air quality should be agreed. Further site investigation work and gas monitoring is required regarding ground conditions.

Works and Skills Team recommend a condition requiring a local labour scheme.

Neighbourhood Services (Trees) the landscaping scheme appears to be acceptable subject to further details relating to species and trees.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with a management regime and verification report.

Environment Agency have no objections subject to conditions relating to compliance with the Flood Risk Assessment (FRA), phasing strategy (both for enabling works and construction works), landscape and ecological management plan, groundwater and contaminated land including verification works, no infiltration works, piling and borehole management.

Network Rail no objection

Greater Manchester Archaeology Advisory Service (GMAAS) A condition should require below ground archaeology to be investigated and recorded.

Great Manchester Ecology Unit (GMEU) vegetation clearance should not take place in bird nesting season. Trees and woodland areas should be protected during construction works. The demolition works should not take place until a Regulation 55 licence is issued to the Council. Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam have been recorded on the site. A method statement should be prepared giving details of how these plants are to be controlled during the course of any development.

Natural England the proposal would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Historic England no comments.

Sport England object as the demand for sporting provision has not been adequately addressed in the submission and fails to meet section 8 of the NPPF.

Design for Security at Greater Manchester Police the scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

Health and Safety Executive (HSE) clarification is required to understand the means of escape via the second staircase and travel distances for fire fighters.

Aerodrome Safeguarding have no objections.

Policy

The Development Plan

The Development Plan consists of the Core Strategy (2012); and saved policies of the UDP. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved. Planning applications 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.

Manchester Core Strategy

SO1. Spatial Principles – This is a strategic regeneration area. The proposal would deliver high quality homes, amenities and public realm in a highly sustainable location.

SO2. Economy – High quality homes in this sustainable location would support economic growth. It would support local employment during construction.

SO6. Environment – This would be low carbon and highly sustainable development using up to date energy efficiency measures in the fabric and construction. The proposal would prioritise walking, cycling and public transport and minimise parking. A comprehensive public realm and landscaping scheme would include tree planting with a 10% biodiversity net gain.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of New Town in this strategic regeneration area and complement developments under construction. The proposal would transform a derelict and vacant site with high quality buildings and public realm. A new neighbourhood would be created which would benefit from the primary school, health centre and amenities created at Red Bank.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The homes would be close to all forms of sustainable transport and would deliver a significant amount of new housing.

Policy CC9 Design and Heritage – The proposal would develop a significant site in Victoria North. The development would be high quality and deliver space standard compliant new homes. The impact on nearby heritage assets would be considered within the report in detail.

Policy CC10 A Place for Everyone – The proposal would complement regeneration at Victoria North and Lower Irk Valley. It would be fully accessible with accessible parking space. Provision would be made for on site electric vehicle charging.

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

Policy T2 ‘Accessible areas of opportunity and needs’ - There would be minimal impact on the local highway network and sustainable forms of transport would be encouraged. Public realm improvements would create safe walking and cycling.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. A range of accommodation is proposed including larger homes, attractive to families. High quality amenity spaces would provide are proposed and waste management would support on site recycling objectives.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in Victoria North. It would add to the supply of good quality homes in a highly

sustainable part of the city. The fabric would be efficient with other sustainable features and sustainable drainage.

Policy H3 ‘North Manchester’ – The proposal would provide high density homes with 59% having 2 and 3 bedrooms which would be available to families. There are 41% one bedroom apartments at this development but when taken as a whole with the Outline Planning Application this would equate to 30% one bedroom properties across the two developments (60% two bedroom and 10% three bedroom).

Policy H8 ‘Affordable Housing’ – A viability assessment demonstrates that the development can support 5% affordable housing on site. The viability would be reviewed at a later date to determine whether there are any changes which would enable any additional affordable housing to be secured.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area. This would be complemented by high quality place making and public realm including a 10% biodiversity net gain.

Policy EN2 Tall Buildings This high quality development would have a positive impact on views into the City and the regeneration of the area. It would complement the City’s built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. It would be close to the City Centre, is not in a conservation area and is close to public transport. The development would be located in a highly sustainable area and would have principles embedded into the scheme to ensure it is energy efficient and low carbon.

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

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ – The buildings fabric would be energy efficient. A travel plan, cycle provision and electric car charging points are proposed. Renewable technologies would ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The buildings would have a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The building fabric would be energy efficient and they would be designed to minimise energy demands. On site renewable energy would ensure sustainable energy is used.

Policy EN9 ‘Green Infrastructure’ – The biodiversity and ecological value of the site was established as part of the HIF planning applications. Street tree planting and landscaping would be provided. Green infrastructure to the park and other areas of public realm would improve biodiversity achieving a 10% net gain.

EN11 ‘Quantity of Open Space, Sport and Recreation’ – The public realm improvements would help to create an attractive place. Informal play space would be

created which would be child friendly and support families. Residents would have access to the multi use games area and other amenity spaces at Red Bank.

Policy EN14 ‘Flood Risk’- Surface water runoff would be minimised. Flood risk would not be exacerbated and the risk to residents has been minimised. Mitigation measures would be secured as part of the development.

Policy EN15, ‘Biodiversity and Geological Conservation’ - Trees and planting would support a biodiversity net gain of 10%. The limited remaining vegetation should not be cleared during bird nesting season.

Policy EN16 ‘Air Quality’ - - The impact on air quality would be minimised during construction. There would be 10% parking provision and public transport would be promoted. There would be a travel plan, cycle spaces and EV charging points.

Policy EN17 ‘Water Quality’ - Water saving measures would minimise surface water runoff. The historic use of the site means there is evidence of below ground contamination which could impact on ground water at the site. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, ‘Contaminated Land’ – Ground conditions are complex but can be dealt with. Conditions would protect ground water and ensure the site is remediated.

EN19 ‘Waste’ – The waste management strategy incorporates recycling principles.

Policy DM1 ‘Development Management’ - Careful consideration has been given to the design, scale and layout of the building along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

PA1 ‘Developer Contributions’ states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure the appropriate level of affordable housing for the development and enable the viability to be reviewed at a future date in line with the requirements of policy H8.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

Saved Policy DC7 ‘New Housing Developments’ – The proposal would be a high quality accessible development.

Saved policy EC18 ‘Conservation Areas - The proposal would have minimal impact on the setting of nearby conservation areas.

Saved policy DC19 ‘Listed Buildings’ - The proposal would have minimal impact on the setting of nearby listed buildings.

Saved policy DC20 Archaeology - The Council will give careful consideration to proposals which affect on sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

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

Saved policy E3.3- The proposal will provide a high quality building on Red Bank and enhance the appearance of this important route in Victoria North.

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

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

–Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;

- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided

unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

–Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

–Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council’s Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with 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.

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to *"shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England"*. The strategic plan endorsed an extended City Centre boundary which includes the application site and New Cross.

The plan states that the growth of the City Centre *"has contributed additional homes, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and*

developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy”

The expansion of the City Centre boundary to include areas such as Northern Gateway (now known as Victoria North) is vital in terms of delivering the City’s growth objectives for residential, commercial and population growth.

The plan recognises the role of Northern Gateway in terms of delivering residential growth and providing high quality homes in line with the regeneration framework. The strategy recognises that the incorporation of NOMA, New Cross and the Irk Valley within the City Centre boundary will allow for better linkages with the communities of North Manchester to the City Centre and provide a catalyst that can drive further residential development..

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester’s future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

Manchester Northern Gateway Strategic Regeneration Framework (2019)

The Northern Gateway SRF was endorsed by the Council’s Executive on 13 February 2019 and is a material consideration in the determination of this proposal. It identifies 7 neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and, Eggington Street and Smedley Dip.

The regeneration of the Northern Gateway will need to integrate these neighbourhoods, provide connections and achieve high-quality place making, to ensure comprehensive regeneration. The SRF sets out a vision to deliver approximately 15,000 homes with social and physical infrastructure including a new City River Park which will connect Queens Park and Angel Meadow.

The application site is located within the proposed New Town neighbourhood. The vision for the area is a residential led neighbourhood with an opportunity to establish a range of higher density housing types and tenures and non-residential active frontages at ground level on key routes such as Dantzig Street. Whilst developments would be predominately apartment led, the SRF outlines that there would be opportunities for townhouses and accommodation suitable for families.

New Town’s relationship with the city centre and key transport nodes sets the context for a higher density urban form. The development of New Town should reflect the neighbourhood’s location adjoining the city centre. High density and taller buildings will be concentrated closer to the city centre and along the operational railway, to emphasise the arrival into the Northern Gateway and to provide a substantial quantum of accommodation close to the city centre and strategic transport nodes.

Heights of (up to) 12 storeys are envisaged as a baseline, with the opportunity to bookend the row of blocks south of Dantzic Street with taller landmark buildings. Massing and height modulation should support a seamless transition between New Town and Red Bank

There is an opportunity to concentrate landmark buildings mainly along the railway and at strategic points along Rochdale Road and Dantzic Street, to establish the character and identity of key routes and the Bromley Street viaduct.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework, which has now been superseded by the Northern Gateway SRF, sought to guide future development in the area as part of establishing new developments and supporting public realm, highways and other infrastructure as part of a residential led neighbourhood.

The framework established core principles that sought to complement adjoining regeneration areas and coordinate with the principles established within the frameworks of these areas. The idea of connectivity from the City Centre and NOMA to areas and existing communities of Collyhurst in the north together with New Cross to the east and Angel Meadow to the south was seen as vitally important as part of improving connections, new development and high quality public realm.

North Manchester Strategic Regeneration Framework (SRF) (October 2012)

This document aims to guide the regeneration and development of north Manchester. The application site is located between the City Centre fringe and the inner core. It notes that development in the City fringe area should contribute to the growth of the City and be high density, accommodating a mix of uses.

The priority for North Manchester is to support to the growth of the City Centre by ensuring a coordinated approach and make the most of land available for high density development. There should be a mix of uses with offices, residential located alongside leisure and retail uses.

The inner core is an area of housing led transformation. This will focus on utilising underused land and connect areas such as Collyhurst and Lower Irk Valley to the advantages of the City Centre. The document also outlines that over 2000 new homes will be delivered in this area as well as complementing proposals within the NOMA area and other northern gateway proposals

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 '*Delivering a sufficient supply of new homes*' states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay*' (paragraph 60).

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site in a key regeneration area for up to 1551 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. 5% of the new homes would be affordable with the applicant committed to reviewing the viability at a later stage in the event that market conditions improve and further affordable housing can be provided.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (para 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking including accessible parking. New public realm and green infrastructure would be provided which would include a 10% net gain in biodiversity. There would be residents amenity spaces and informal play spaces created for children. The development would also benefit from the health centre, primary school (and MUGA) and open spaces created as part of the Outline planning application.

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public

transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating

it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would re-use a largely vacant site. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. Up to 1551 new homes would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 ‘Achieving Well Designed Places’ states that ‘the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process’ (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be high quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a). There is contamination at the site from its former uses/buildings. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. There would be a travel plan and access to public transport 20% of parking fitted with EV charging points.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new

development making a positive contribution to local character and distinctiveness. (Paragraph 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact

Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Townscape and Visual Impact;
- Ecology and Nature Conservation;
- Cultural Heritage;
- Ground Conditions;
- Flood Risk and Drainage;
- Transport and Access;
- Air Quality and Dust;
- Noise and Vibration;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Socio-Economics; and
- Health and Wellbeing.

The proposal is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

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

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic

success. There is a crucial link between economic growth, regeneration and the provision of homes and, as the City moves into its next phase of economic growth, more homes are required to fuel and complement it.

Manchester's population has continued to grow rapidly and is expected to increase considerably by 2030. This, together with trends and changes in household formation, requires additional housing. Around 3,600 are required each year to provide the right quality and diversity of homes to support the increasing population which is critical to continued growth and success.

The North Gateway Strategic Regeneration Framework (SRF) seeks to guide future development in this area. It identifies high quality regeneration to create a lively new neighbourhood with a mix of uses to support high quality place making.

The vision for New Town is a well-connected neighbourhood at the heart of the extended city centre, which would form a key gateway to North Manchester. High density housing is promoted providing a variety of types and tenures. The predominant building type would be apartments, town houses and larger duplexes which would be suitable for families.

The proposal would support the principles of the SRF and economic growth objectives. It would transform a vacant, previously developed and contaminated brownfield site for 1551 new homes, commercial spaces, new realm, landscaping and a comprehensive package of highway improvement works to prioritise pedestrians and cyclists along Dantzic Street and Dalton Street.

One, two and three-bed apartments and townhouses would be suitable for and attractive to families. The sizes would be consistent with the City's space standards with all of the one bedroom apartments in particular being suitable for 2 people. 78 homes (5%) would be affordable and available on a shared ownership basis.

This £380 million development would be a catalyst for further regeneration in Victoria North and the Lower Irk Valley and help to connect adjoining residential areas such as Collyhurst, and underutilised parts of the Lower Irk Valley, to the City Centre. This proposal would help to realise the vision of the SRF as underpinned by policies SP1, EC1 and EC3 of the Core Strategy.

The development would deliver significant economic and social benefits including the creation of between 1877 and 2047 jobs for each year of the construction programme. The GVA associated with these jobs would be £18.3 million per year of which £5.4 million would be generated within the Manchester economy.

A local Benefit Proposal should be a condition that requires detailed discussions to ensure that the employment benefits of the proposal.

The new households are predicted to spend £28 million per year. 1551 new homes would also create additional Council Tax revenue in the region of £2,902,515 per annum.

The socioeconomic benefit associated with the development are significant in that it would remove a vacant brownfield site and create high density city centre living in a

highly sustainable area supported by social and physical infrastructure. It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

Policy H8 requires new development to contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

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

An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 1551 homes predominately for open market sale. The delivery of homes and the regeneration of Victoria North is a key priority for the City Council. The proposal would develop a brownfield site, that currently makes little contribution to the area. It would create active street frontages and public realm and highway improvements along Dantzic Street and Dalton Street. Its design would be high quality and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

A viability report has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the City Council. This has concluded that 5% of the new homes would be affordable.

The Gross Development Value would be £469,385,643 which would give a profit of 15% on cost, 13.55% on GDV.

The scheme could only support a contribution greater than 5% in order to remain viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. The viability would also be subject to review at an agreed date in the future to determine any future uplift in market conditions which may increase the level on affordable housing.

Climate change, sustainability and energy efficiency

The proposal would be designed to be low carbon in a highly sustainable location with excellent access to public transport and walking and cycling infrastructure would be provided. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials. The development is well connected to the amenities of the city centre together with employment and education opportunities.

A former warehouse would be demolished, and the site would be remediated. The biodiversity value of the site would be improved and the impact of the proposal on climate change would be minimised through sustainable construction methods and material, incorporation of renewable technologies together with sustainable drainage principles and green and blue infrastructure.

There would be 10% car parking, fitted with EV charging or the infrastructure so it can be adapted in the future as demand increases. A travel plan would encourage residents to use public transport and reduce vehicle trips. A secure cycle store would include 100% provision.

The highway network would be improved and enhanced with traffic calming, tree planting, sustainable drainage and segregated pedestrian and cycle ways along Dantzig Street and Dalton Street. A 20mph speed limit is proposed.

The buildings would be all electric and benefit as the grid decarbonises. The fabric would be highly efficient to prevent heat loss with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. The heating and cooling systems would be highly efficient. The photovoltaic panels to the roofs would generate 17% of the energy needs for the development.

Air source heat pumps would be installed to the clubhouse for hot water whilst the homes would have pressurised hot water cylinders with integral heat pumps to meet demand.

These measures would enable the development to achieve a 70% reduction in carbon on Part L (2021). This is a significant improvement on policy EN6, which seeks a 15% reduction on Part L (2010). As the grid decarbonises the development would improve further.

The green infrastructure including landscaping, trees including street trees and an efficient drainage system to minimise the effects of surface water would help to ensure that the proposal responds to climate change issues.

There would be green roofs to the mid level roofs, planted with a native wildflower mix which would be attractive to invertebrates and provide foraging opportunities for birds and bats. These roofs would be set around the PV panels.

Larger areas of green roofs would be located on the mid level NT04 roof which would be planted with herbaceous perennial and shrub planting, attractive to invertebrates.

The tower would have brown roofs that would self vegetate with wind blow or bird dispersal creating a natural habitat. This would also provide a place for foraging and nesting birds including Black Redstart.

The Biodiversity Net Gain assessment indicates a net gain of 26.86% for the development is possible.

Impact of the historic environment and cultural heritage

The site is not in a Conservation Area but nearby Listed Buildings could be affected. The urban grain around the site is a mixture of low quality car parking, cleared sites and industrial buildings, dominated by the railway arches. The nearest homes are those under construction at Victoria Riverside. The site previously contained industrial buildings.

There are 35 Listed Buildings, with one Grade I, one Grade II* and 33 Grade II, and three Conservation Areas within the 300m study area and 68 non-designated heritage assets. A Heritage assessment in the Environmental Statement focused on the listed buildings found within 300 metres of the site. 1 listed building and 3 designated heritage assets would be immediately affected and consideration of the impact of the proposal on these assets is required. The impact on the setting of these heritage assets, including those within the wider search area, was evaluated in the townscape assessment above.

Union Bridge (Grade II) is a former road bridge spanning the River Irk and is situated on the opposite side of Dantzig Street. It has a single, low segmental arch constructed from sandstone ashlar and creates a pedestrian link from the car parking at Roger Street. Historically, it was an important link across the Irk connecting the industrial sites which once dominated this area. Whilst its condition is poor, its heritage significance remains high architectural, function and of local historic interest.

Lancashire and Yorkshire Railway Viaduct (non designated heritage asset) carries the railway across the area and is a dominant local feature. The structure is of simple and standard design and is not considered to be of any significant architectural merit.

Red Bank Viaduct (non designated heritage asset) is to the north of the site across the River Irk. This was the Manchester, Whitefield and Radcliffe line from Victoria Station. The viaduct is no longer in use by trains with the sidings be removed.

Barney's Steps (non designated heritage asset) is located to the north of the site beyond the River Irk and is a footbridge over the railway sidings that was depicted in several LS Lowry paintings and drawings.

The scale of the impact and the impact on the significance of the heritage asset has been judged to be low considered against the tests in the NPPF. There would be some heritage benefits from the removal of this vacant site from the setting of these heritage assets and the enhancements through landscaping and place making.

The key conclusions and impact on the significance of the heritage assets, within the relevant viewpoints, is summarised as follows:

Union Bridge (Grade II) the proposal would be visible within the immediate environs of the bridge. The significance of the bridge would remain legible and understood and better appreciated because of increased footfall. The significance of the bridge derives from its role as a pedestrian link across the Irk which would remain intact. The proposal would enhance the public realm in close proximity to the listed structure. The significance of the bridge would be retained with visitors being able to enjoy its features and cross the river Irk.

Lancashire and Yorkshire Railway Viaduct (non designated heritage asset) is a substantial structure. Given its scale and dominance, it would remain understood as a piece of rail infrastructure. It would remain legible and understood.

Red Bank Viaduct significance is derived from its historical and architectural value, as a surviving 18th century viaduct, and a reminder of the importance of railway infrastructure. It has lost its historical association with the railway with the surrounding area now overgrown waste ground. Although no works are proposed to the viaduct, it would be improved as a result of the significant new public realm.

Barney's Steps would not be affected. The footbridge has lost its association with the railway which it once crossed and is no longer in. Its historical use is still legible and understood and would be able to be appreciated by residents and visitors.

This major development would be seen in the same context of a number of heritage assets. It would, in most instances, result in a low level of *less than substantial harm*, as defined by paragraph 202 of the NPPF, to the setting and significance of the identified heritage assets. However, in each instance the heritage assets would remain legible and understood and the harm would be outweighed by the substantial regeneration benefits that this development would bring. This would provide the public benefits required by the paragraph 196 of the NPPF outweighing any harm which arises. These public benefits are considered in detail below.

Impact Assessment

The proposal would create a low level of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

New homes are needed to meet demand. New residential areas must be supported by commercial activity and public realm to support a thriving neighbourhood. Section 6 of the NPPF states that 'significant weight' should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 1551 homes and commercial spaces. 5% of the new homes would be affordable.

The key views demonstrate that the development would have a largely beneficial impact on cityscape views although in some of the views, there are listed buildings and conservation areas and there would be localised impacts due to its scale.

The buildings would be large but would not be out of context with other tall buildings in the area. There would be heritage benefits from the removal of a vacant site close to the designated and non-designated heritage assets considered above.

The proposal would be high quality and comprise modern architecture and materials by an experienced architectural team. The public realm would be improved with landscaping and public spaces. Trees would be planted with improved connectivity and movement along Dantzic Street.

Significant economic and social benefits include the creation of approximately 1877 and 2047 construction jobs for the duration of the construction. The GVA associated with these jobs would be £18.3 million per year of which £5.4 million would be generated within the Manchester economy.

The new households are predicted to spend £28 million per year. 1551 new homes would also create additional Council Tax revenue in the region of £2,902,515 per annum.

The development would be low carbon. An all electric system would benefit from a decarbonising grid. Photovoltaic panels at the roofs would generate on site energy. There would also be green and brown roofs and other measures to improve biodiversity by in excess of 10%. Parking would be fitted with electric car charging points (or infrastructure). 100% cycle provision would be available.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF

Impact on Archaeology

An archaeology assessment demonstrates there is archaeological interest relating to a former glass works and other industrial development. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works. GMAAS advise that the proposal could provide a heritage display to commemorate this significant industrial heritage site. A condition should require archaeological investigations. This would

satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Townscape and visual impact Assessment

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013*.

The magnitude of the impacts, both beneficial and adverse are identified as very large, large, moderate, slight or neutral. the townscape assessment considered 10 key view, including cumulative impacts shown in wire lines. The effect of the development on the above viewpoints can be summarised as follows:

- Viewpoint 1 - St Michael's Flags and Angel Meadow Park;
- Viewpoint 2 - Corporation Street;
- Viewpoint 3 - Manchester Cathedral;
- Viewpoint 4 - Smithfield;
- Viewpoint 5 - Ancoats;
- Viewpoint 6 - Rochdale Road (Railway Bridge);
- Viewpoint 7 - Dantzic Street;
- Viewpoint 8 - Sand Hills Park, Collyhurst;
- Viewpoint 9 - Dalton Street;
- Viewpoint 10 - Queen's Road (near Metrolink);
- Viewpoint 11 - Queen's Park;
- Viewpoint 12 - Miles Platting;
- Viewpoint 13 - Manchester Fort;
- Viewpoint 14 - North Street;
- Viewpoint 15 - St Chad's Street;
- Viewpoint 16 - Red Bank; and
- Viewpoint 17 - Rochdale Road.

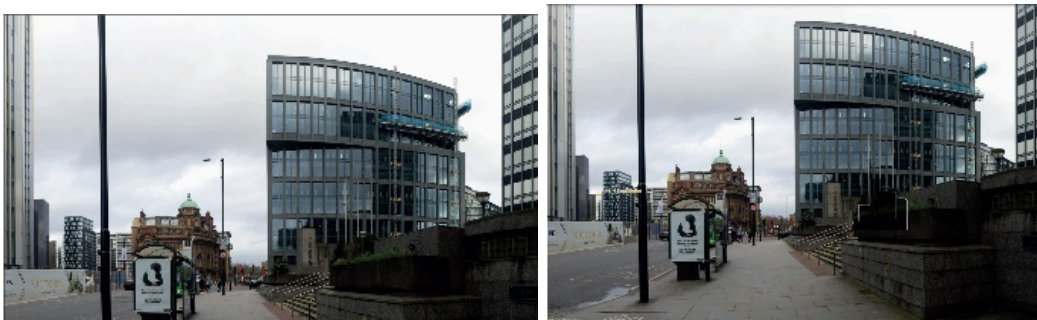
Viewpoint 1 is on Old Mount Street from a significant urban green space. The park provides a degree of openness and the changes in levels are evident. The park is surrounded by dense urban development with two residential buildings and 1 Angel Square. The grade II listed Charter Street Mission is visible beyond the park. Tall buildings are under construction at Victoria Riverside.



Viewpoint 1 St Michael's Flags and Angel Meadow Park (existing left) (proposed right cumulative)

The proposal would add to the tall buildings in the area and would complement the character of NOMA and other developments taking place in Victoria North and have a positive impact.

Viewpoint 2 is a long distance view on Corporation Street, on the boundary of the Shudehill conservation area, looking towards Miller Street/Cheetham Hill Road. The Cooperative Wholesale Society Building and New Century House, grade II, are on the eastern side of Corporation Street. The decorative façade of Parker's Hotel, grade II, contrasts with the recently completed 4 Angel Square. There is a cluster of modern, tall building at this junction alongside New Victoria. The façade of Victoria train station can be seen.



Viewpoint 2 Corporation Street (existing left) (proposed right cumulative)

The proposal would largely be obscured by developments at NOMA.

Viewpoint 3 from around Manchester Cathedral and the public spaces around it with the site visible over Cathedral Gardens. The extension of Chetham's school of music is in the foreground and the National Football Museum is in Cathedral Gardens. The grade II Corn Exchange is to the south east and the grade I Manchester Cathedral to the south. There are long distance views of the River Irwell with tall buildings in the distance including the CIS tower and New Victoria.



Viewpoint 3 Manchester Cathedral (existing)



Viewpoint 3 Manchester Cathedral (proposed cumulative)

The proposal would not be visible being largely obscured by existing developments.

Viewpoint 4 is from the Smithfield conservation area at the junction of Shudehill and Swan Street. It is dominated by large scale buildings on Shudehill, Miller Street and Rochdale Road. The buildings on Swan Street are smaller-scale and more historic, although there are tall buildings on either side of Swan Street at the junction with Rochdale Road and Shudehill.



Viewpoint 4 Smithfield (existing left) (proposed right cumulative)

The proposal would largely be obscured.

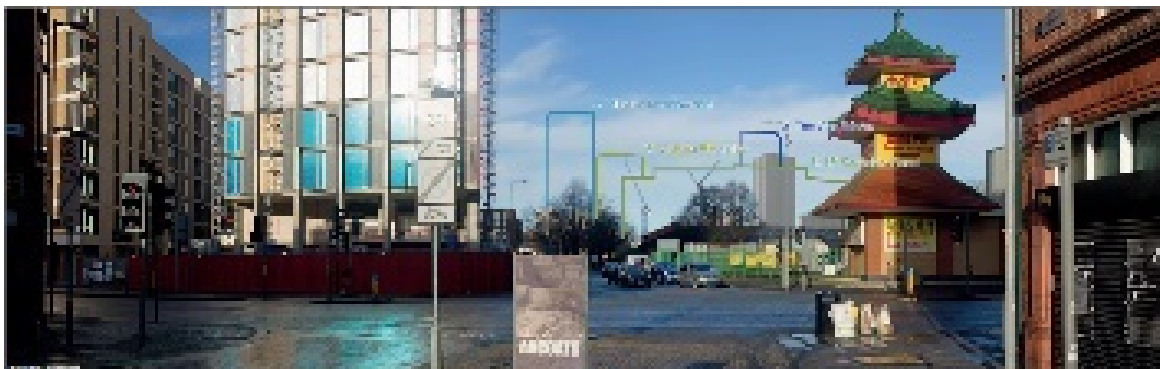
Viewpoint 5 is from the Ancoats conservation area on Sherratt Street. Buildings are mainly medium scale, historic, red brick and in the conservation area including Victoria Square (grade II) and terraces along Anita Street. It is an open view towards

New Cross where a significant amount of construction is taking place. Cranes are visible in the Lower Irk Valley.



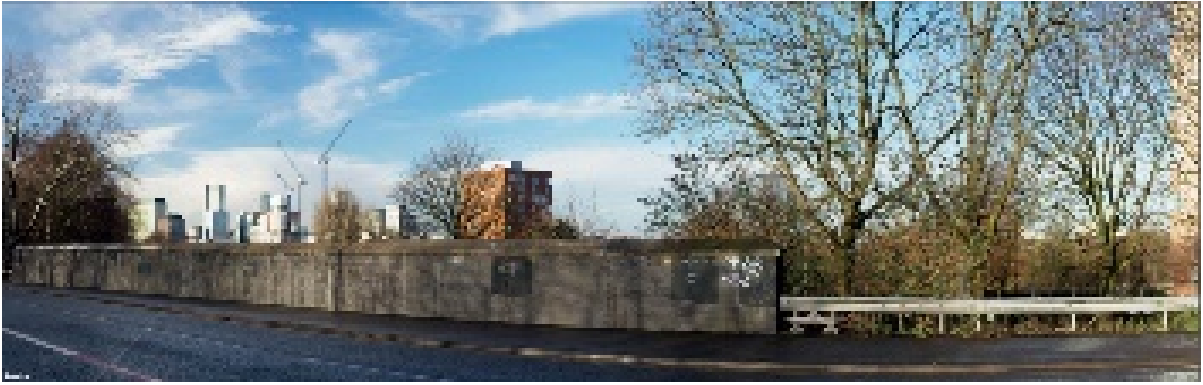
Viewpoint 5 Ancoats (existing)

This would be a tall buildings to the north west of the conservation area. Parts would be screened behind development on Oldham Road with only the upper parts visible. NT02 would be the most prominent building to the open nature along Thompson Street. The mid rise section of NT03 and the taller element of NT04 would be more limited. The development would improve the view.



Viewpoint 5 Ancoats (Proposed)

Viewpoint 6 is from a railway bridge on Rochdale Road. Views are limited by the wall on the railway bridge. There are views along Rochdale Road, with vegetation along the railway corridor. There are longer-distance views towards the city centre with a cluster of medium- to high-rise modern buildings in the Lower Irk Valley, Strangeways, NOMA and City Centre. Cranes can be seen in the Lower Irk Valley.



Viewpoint 6 Rochdale Road (Railway Bridge) (existing)

The proposal would be prominent with the full width evident. It would be seen along side the high rise Emmeline apartment building but would be taller.

Buildings in NT02, NT03 and NT04 would be visible, including Towers 1, 3, 4 and 5. Tower 4 would be the most prominent. Due to their orientation and massing, views towards the city centre would not be available. Open views over the Lower Irk Valley would remain.

The proposal would have a positive impact on the skyline along Rochdale Road.



Viewpoint 6 Rochdale Road (Railway Bridge) (proposed)

Viewpoint 7 is on Dantzic Street, adjacent to Angel Square. Medium-rise residential development is visible on Dantzic Street, and a high-rise residential development is under construction. There are older red brick buildings in the area on Angel Street together with Angel Meadow and NOMA.



Viewpoint 7 Dantzic Street (existing left) (proposed cumulative right)

The proposal would not be visible.

Viewpoint 8 is from a greenspace on top of a former colliery in the Lower Irk Valley, accessed from Dalton Street, Collyhurst Road, Sand Street and Kentford Drive. Woodland and greenspace obscure the view to the city centre. Modern high rise development in the Lower Irk Valley, NOMA and Manchester City Centre are visible. Cranes associated with construction can be seen.



Viewpoint 8 Sand Hills Park, Collyhurst (existing)

The proposal would be close to the viewpoint and be a prominent feature. The majority of the building would be seen including the full extent of the tallest elements in NT04. The proposal would contribute positively to the cluster of tall buildings emerging in this area.



Viewpoint 8 Sand Hills Park, Collyhurst (proposed cumulative)

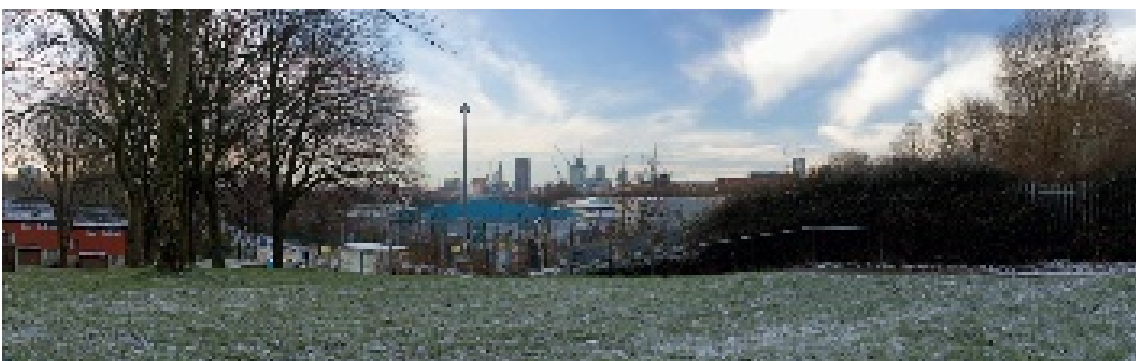
Viewpoint 9 is from a row of two-storey homes opposite a high-rise block. The railway line is nearby. The view along Dalton Street is the most open aspect. There are views towards high-rise development in NOMA, Strangeways, Lower Irk Valley and City Centre.



Viewpoint 9 Dalton Street (existing left) (proposed right cumulative)

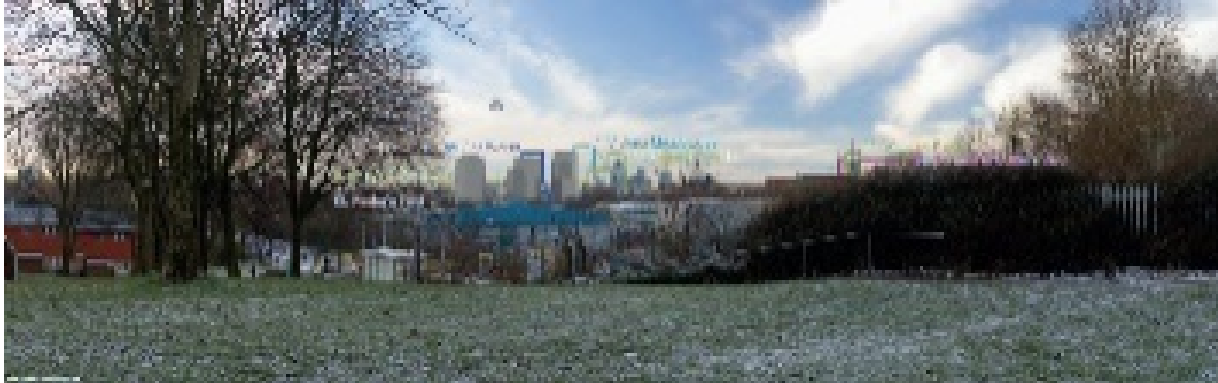
The proposal would be a prominent feature. The tallest element of NT04 would be seen west of Dalton Street with more limited views of the other elements beyond this tower. The masonry elevations of NT04 would complement the areas character.

Viewpoint 10 is a long distance view of the city centre from Queen's Road by the railway bridge and Metrolink stop. The Metrolink line is visible as is Queen's Road depot and the platforms of the Queen's Road stop.

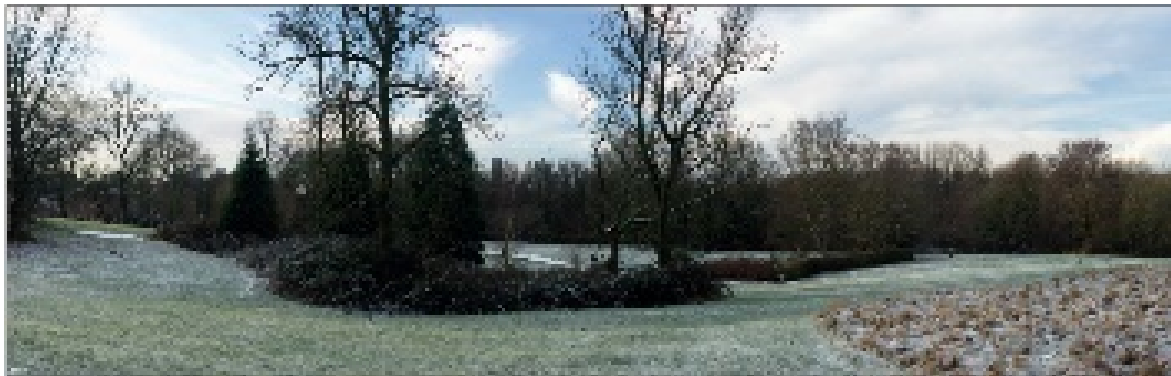


Viewpoint 10 Queen's Road (near Metrolink) (existing)

The proposal would be in the distance. Buildings within NT02, NT03 and NT04 would be visible, including the tallest elements of each plot. Due to the increased distance, the height of the plots would be reduced and form discrete features on the skyline along with the other tall buildings.

***Viewpoint 10 Queen's Road (near Metrolink) (proposed cumulative)***

Viewpoint 11 is from the centre of Queens Park, close to a former museum and gallery. The Park is on a relative high point but views over the surrounding landscape are restricted by woodland and vegetation. The land slopes down to the Lower Irk Valley. High-rise development at NOMA and the City Centre is visible beyond woodland along the River Irk.

***Viewpoint 11 Queen's Park (existing)***

The views towards the development would be limited by the dense vegetation with only the upper element of the tallest elements within NT02 and NT03 visible.



Viewpoint 11 Queen's Park (proposed cumulative)

Viewpoint 12 is from the residential area of Miles Platting with low rise housing on Oldham Road. A new residential scheme is opposite and high-rise buildings can be seen on Oldham Road.



Viewpoint 12 Miles Platting (existing)

Views towards the site are limited. The tallest elements of NT02, NT03 and NT04 would be visible with the lower elements screened by existing buildings. The tall buildings would not significantly alter the view or have an unduly harmful impact on the townscape.



Viewpoint 12 Miles Platting (proposed cumulative)

Viewpoint 13 is from Cheetham Hill Road, adjacent to the shopping centre and is dominated by shops and parking. There are trees on Cheetham Hill Road. Housing can be seen in Cheetham Hill to the north of Queen's Road. Tall buildings within NOMA and Manchester city centre, including the CIS Tower and Co-operative Building, and cranes, are visible.



Viewpoint 13 Manchester Fort (existing)

The tallest elements of NT02 and NT04 would be visible beyond Manchester Fort. There would be filtered views towards NT03 which would largely be screened by vegetation. The development would be seen in the context of a changing skyline where there are tall buildings.



Viewpoint 13 Manchester Fort (proposed cumulative)

Viewpoint 14 is from where Peel Street meets Stanley Street and is dominated by low rise industrial buildings. Manchester Fort is on the left. Vegetation on the road is visible in the middle distance. High rise city centre developments are visible.



Viewpoint 14 North Street (existing)

The proposal would be seen in close proximity with buildings in each plot visible. The tallest buildings would be notable. The individual buildings of each plot would be read quite clearly, with an open view between each.

The scale and massing would contrast with the low trading estates and commercial units in the foreground, but longer-distance views towards tall buildings on the city centre skyline would be retained. This scale and massing of the buildings in the Outline application would further increase the presence of tall buildings in the area and alter the skyline.



Viewpoint 14 North Street (proposed cumulative)

Viewpoint 15 is from the Grade II St Chad's Roman Catholic Church. Commercial premises on Cheetham Hill Road are visible at the end of St Chad's Street and there is low-rise red brick industrial development. Vegetation in the Lower Irk Valley is visible in the distance. High rise buildings can be seen including the Green Quarter.



Viewpoint 15 St Chad's (existing left) (proposed cumulative right)

Several buildings would be visible, particularly the taller elements of NT02 and NT03 which would rise above the low-rise industrial buildings. The scale and massing of buildings in the outline application would further increase the presence of tall buildings and alter the skyline further.

Viewpoint 16 is from the corner of Red Bank and New Century Park, close to the railway line, which restricts the view. Modern high-rise development along Red Bank and New Century Park limits outward views.



Viewpoint 16 (existing left) (proposed right) (proposed cumulative right)

The proposal would not be visible.

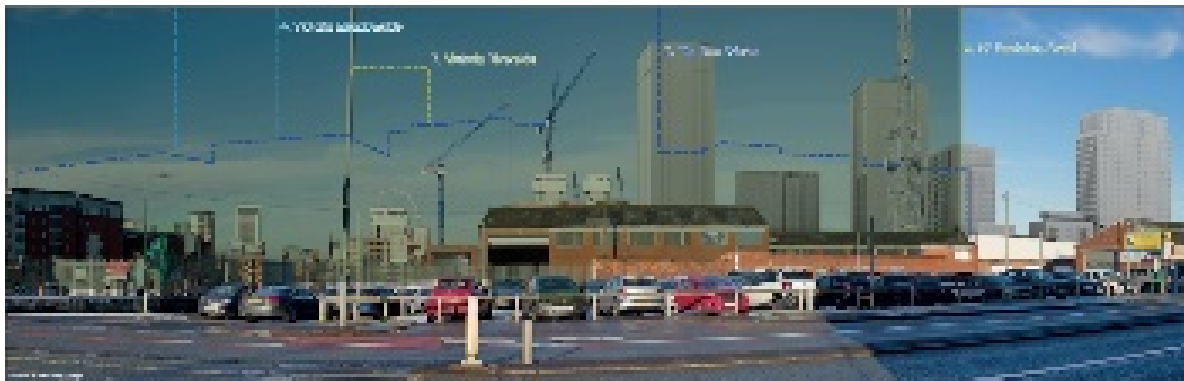
Viewpoint 17 is from Rochdale Road/ Sudell Street opposite Clive Street. Views to the north-west are long-distance towards industrial development in New Cross with the Lower Irk Valley beyond. High-rise buildings and construction works can be seen. The spire of St Chad's Church (grade II) is visible. A large telecommunications mast is to the north. Modern high-rise development at NOMA is on the horizon.



Viewpoint 17 Rochdale Road (existing)

The proposal would be seen in close proximity to the west. The tallest element of NT02 would be prominent, although several tall buildings would be legible. Buildings

located towards the south of the site will be most visible, including the Clubhouse and taller elements of NT02 and NT03. The mid rise and lower elements would be visible. The proposal would provide more visual enclosure to Rochdale Road and improve its backdrop on the approach to the city centre which will continue to evolve as development activity increases in New Cross.



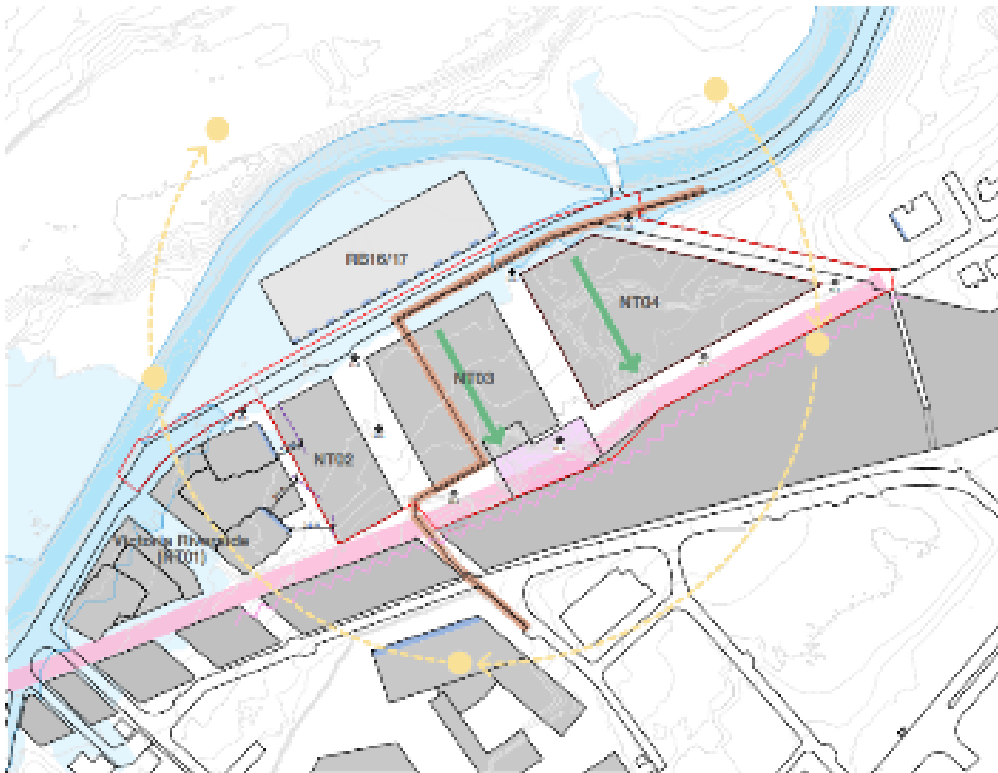
Viewpoint 17 Rochdale Road (proposed)

The impact of the height would not be unduly harmful on visual amenity or the city scape. In the majority of instances, the impacts would be positive. The high quality architecture and materials would create a distinctive high quality development that would complement other works in the lower Irk Valley.

Layout, scale, external appearance and visual amenity

The proposal would deliver the objectives of the SRF and improve the street level environment, create high quality public realm and high quality buildings. It would remove a vacant and underused site, address issues of permeability with new public realm and introduce modern buildings. Commercial would activate the street edge. Plots known as NT02, NT03 and NT04 would front Dantzic Street creating an active street edge in line with the principles of the SRF.

The siting and scale of NT02 responds appropriately to its position adjacent to Victoria Riverside ensuring that its close proximity does not unduly harm the amenity of these residential properties.



Layout of the development with surrounding development plots

Five buildings would be created at NT02 and NT03 and have been arranged to define the street edges and to allow for landscaping. Three buildings on Plot NT03 form a courtyard, with openings positioned to benefit from sunlight, views, and level access.

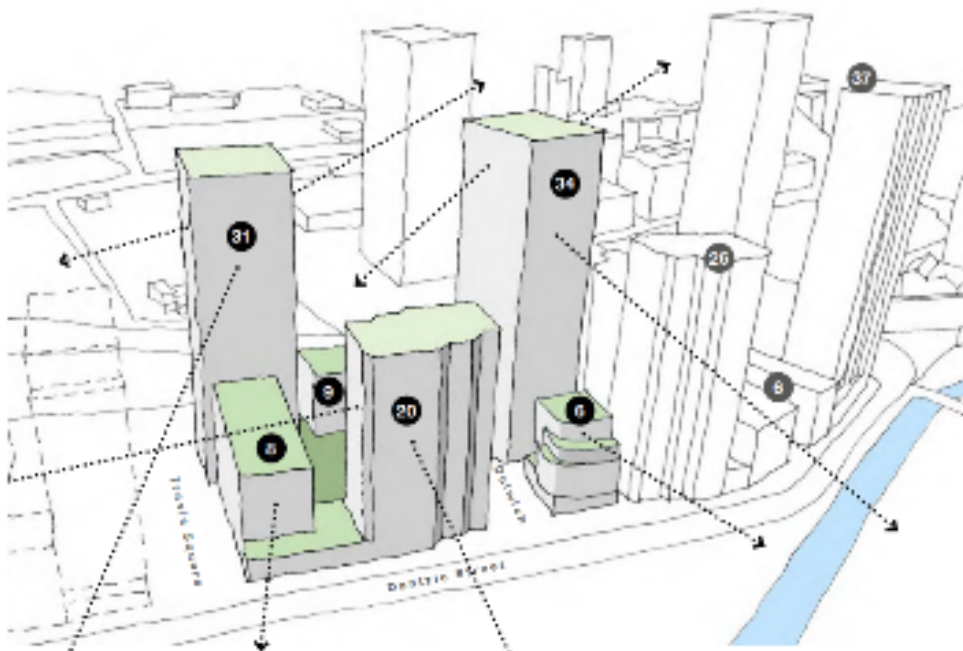


Layout of NT02 and NT03

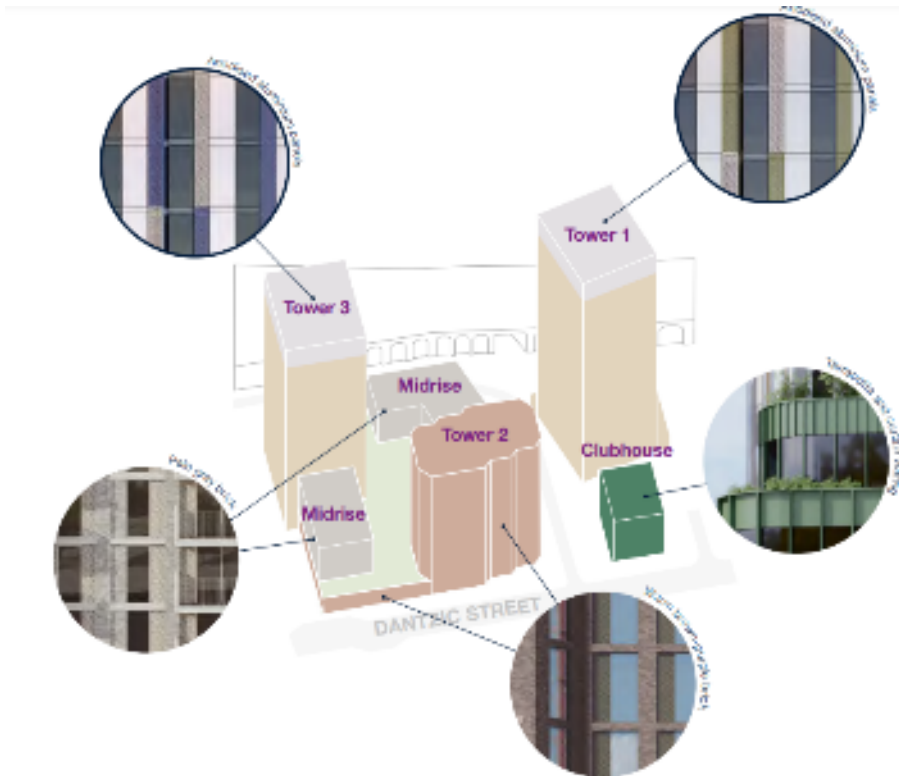
The SRF identifies that development at plots NT02 and NT03 would have two tall elements in close proximity with midrise elements at 12 and 6 storeys. NT03 would also have an enclosed courtyard. Victoria Riverside is under construction in the Lower Irk Valley which has provided an opportunity to reflect on scale and massing for these two plots.

Two towers would continue the rhythm created by Victoria Riverside. The tallest at 34 storeys marks the pedestrian passage beneath the viaduct. The 31-storey tower marks the head of Travis Square. The 20-storey tower marks the entrance to Dulwich Street, with the form stepping back from Dantzig Street to reduce the overall impact in a similar fashion to Victoria Riverside.

Six-eight storey elements face onto Dantzig Street which would reflect the principles established by the Victoria Riverside development and the requirements of the SRF to have mid rise elements onto Dantzig Street.

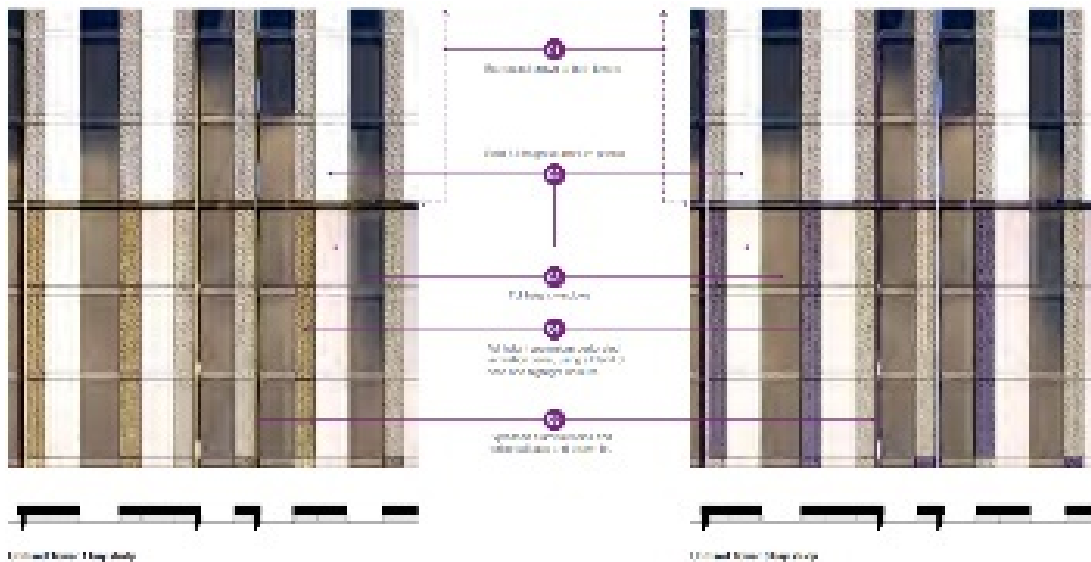


Building heights for NT02 and NT03



Material palette for NT02 and NT03

The primary material for towers 1 and 3 would be anodised aluminium. Colour, texture and fins would express the vertically of the buildings. The materials would complement those on the adjacent Victoria Riverside development.



Tower 1 materials (left) Tower 3 materials (right)

Full height aluminium perforated ventilation panel would be used to blend and highlight colours alongside a expressed aluminium fin and horizontal base and crown fin.



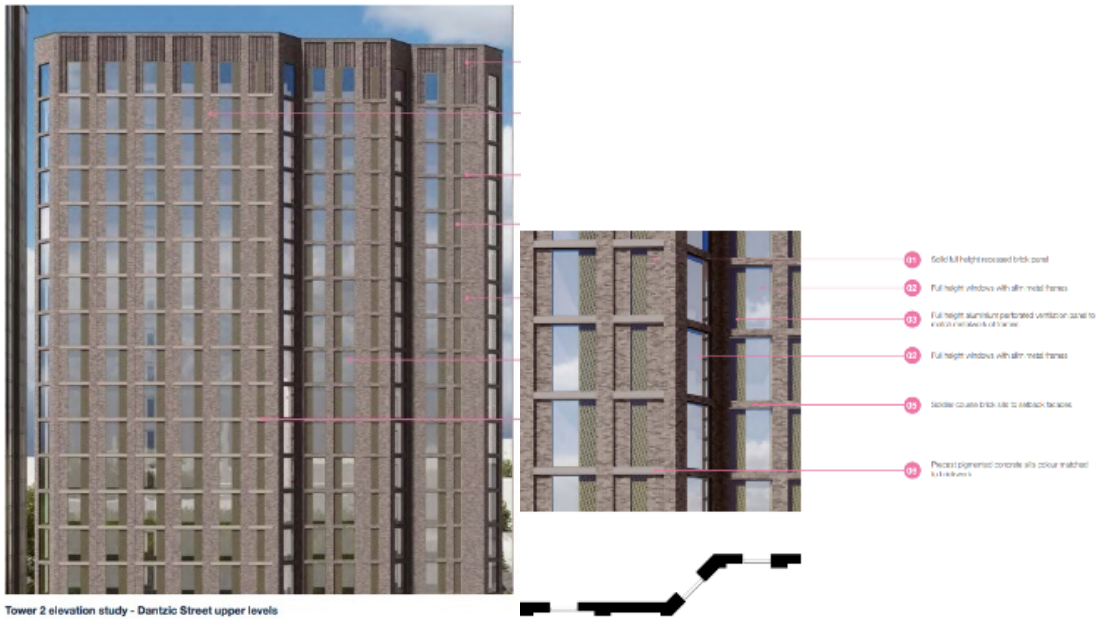
Image of towers 1 and 3 (mid rise buiding in the middle) with along Dulwich Street South

The upper levels of the anodised towers would have a lighter colour to provide variation from the main material.



Image of tower 1 (right) and mid rise block (left) along Dulwich Street West

Tower 2 would be a brown-purple bricks. It would have full height recessed brick panels and full height slim metal window frames. Soldier course brick sills would be setback into the facades. A full height anodised aluminium perforated ventilation panel would complement the window frames. Precast pigmented concrete sills would be colour matched to the brickwork.



Tower 2 materials

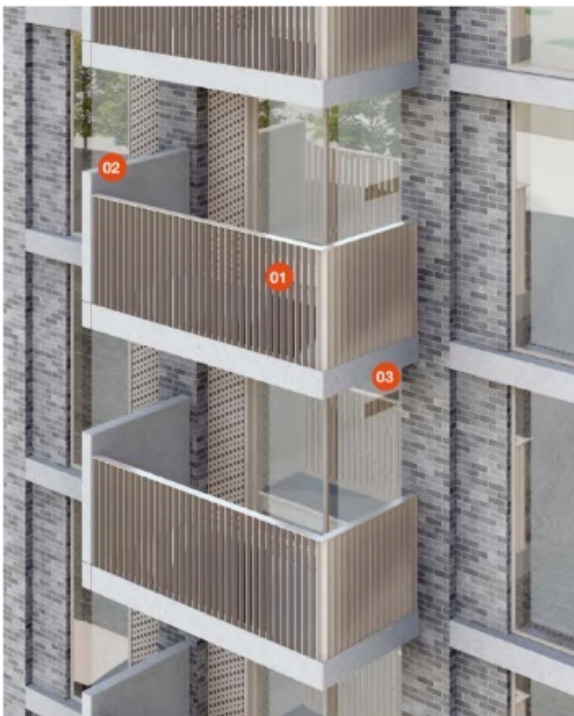
The mid-rise buildings are a pale grey brick. A full height anodised aluminium perforated ventilation panel would be to the side of each window with a projecting balcony and slim metal frames. Pre-cast pigmented concrete sills would be colour matched to brickwork.





Mid rise materials

Projecting balconies have a solid metal base and side and slender metal balustrading. It would have a simple, uncluttered appearance. Balconies face Daulwich Street and Travis Passage.



Balcony design

Signage would be mounted internally behind the upper panel of the commercial frontages and consist of individual letters. Projecting signs would be no more than 30mm and one per unit.



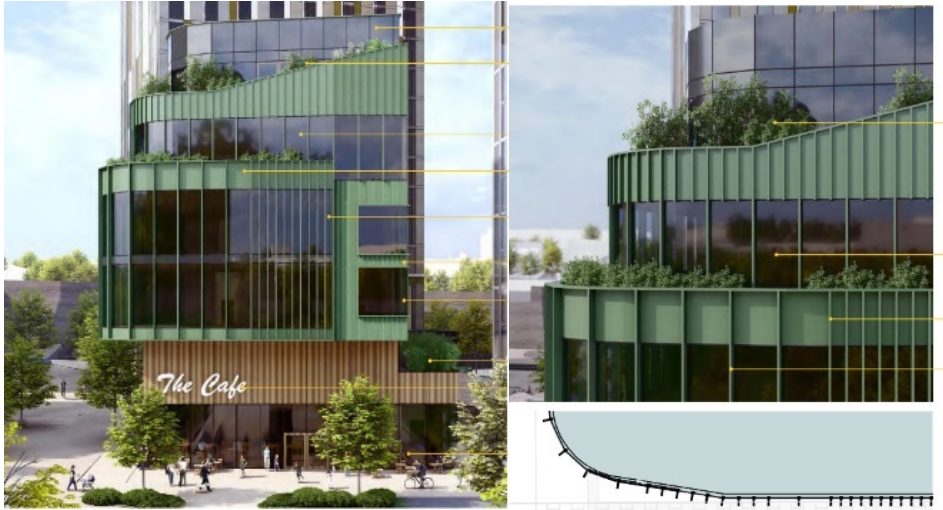
Indicative image of the signage strategy for NT02 and NT03

A six storey club house would be created on the corner of Dantzig Street and Dulwich Street. This would form a residential hub for Red Bank. An active frontage would be created at ground floor with residential amenity on the upper floors.

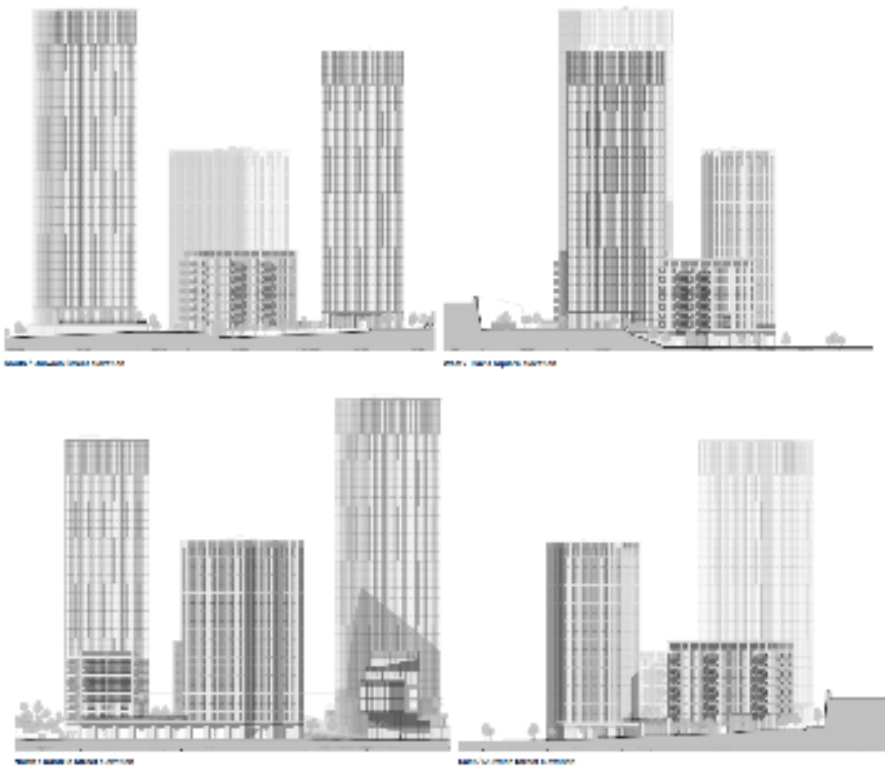


Layout of the clubhouse

The primary materials would be green, textured, terracotta panels, and terracotta fins fixed to glass curtain walling. The storeys step back at the upper levels to provide planted green terraces. Large glazed openings provide a unified streetscape, comprising the commercial units and residential lobbies. The first floor would be wrapped in a perforated anodised aluminium sinusoidal veil, with windows concealed behind.



Images of the clubhouse



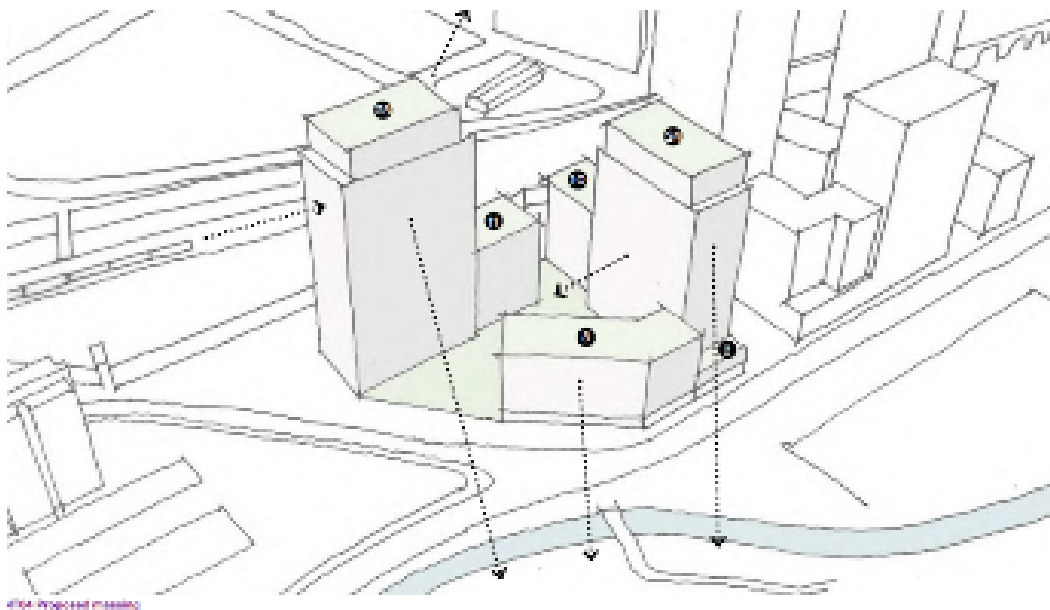
Full elevations of NT02 and NT03



Image from Dantzig Street including tower 2 (left) and clubhouse (right) looking towards Dulwich Street

NT04 would be the final plot in this section of New Town. There is a level difference across plot NT04 of approximately 10m between Dantzig Street and Dulwich Street.

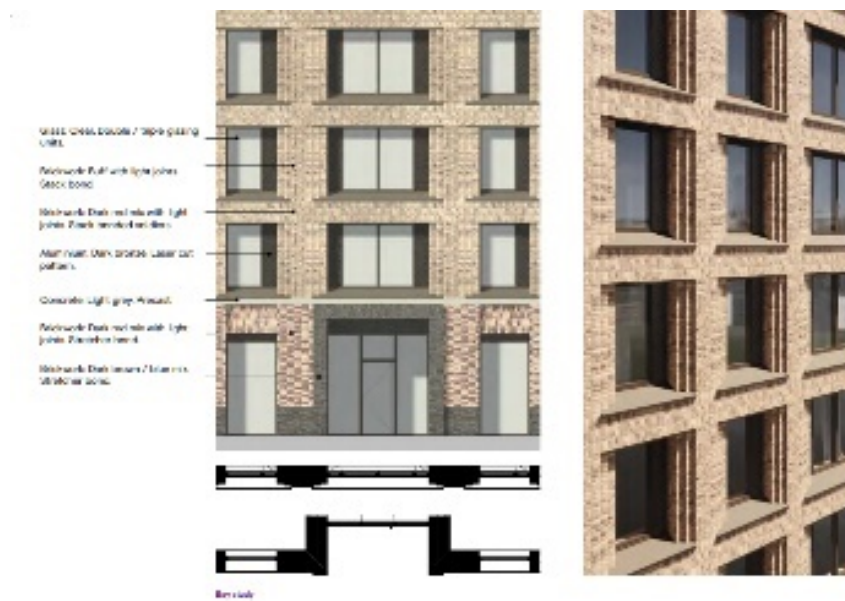
The 3 buildings would be arranged around a courtyard. The SRF proposes that heights are maximised along the railway. The proposal creates towers of 24 and 28 storeys with a mid rise element at 10 storeys. The SRF requires lower buildings on Dantzig Street. The mid-rise chevron shaped building on Dantzig Street is at 8 storeys in line with the SRF principle.



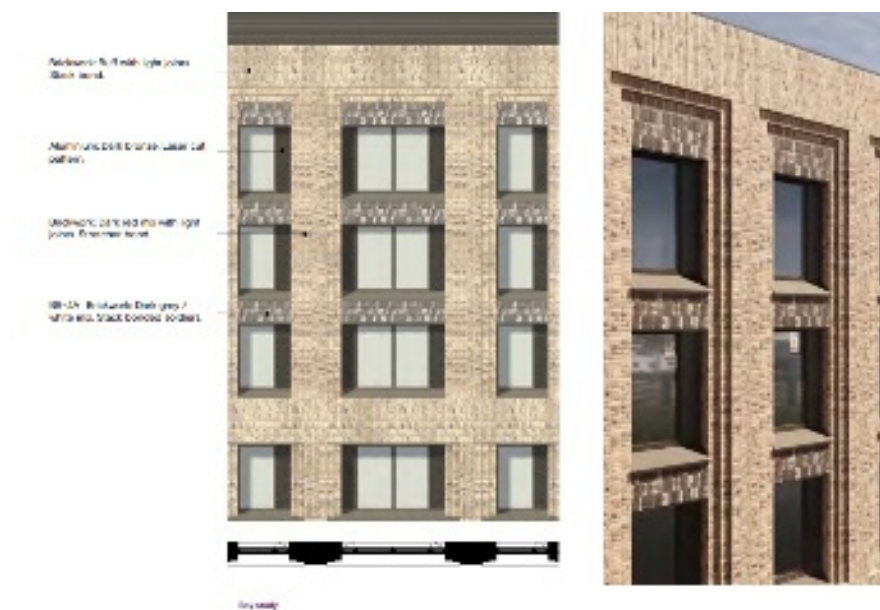
Building heights for NT04

The primary material is brickwork WITH different tones articulating different volumes and breaking up the scale of the buildings. There would be two brick tones – a light yellow / buff brick to the towers and a contrasting yellow /red brick to mid-rise elements. There would be a limited palette of two darker tones for contrasting elements at the plinths and tops of the buildings, precast concrete elements for cills, and dark bronze coloured metalwork.

The tower facades (28 and 24 storeys) would contain large glazed opening with anodised aluminium pattern panels in dark bronze. The brickwork would be dark red mix with light joints with dark brown/blue mix to mark entrances. Light grey pre-cast concrete cills would be used.



Tower main facades



Tower crown element

The 8 storey building to Dantzig Street would use the dark red mix with light mortar joints and light grey pre cast cills. A zig Zag pattern would be used for the balustrades. Triple height glazed commercial units would be created at ground floor with awnings.



Mid rise facades

The amenity pavilion would provide a signage zone.



Signage zone for the amenity pavilion

Signage would be mounted internally behind the upper panel of the commercial frontages and consist of individual letters. Projecting signs shall be no more than 30mm and one per unit. An awning is proposed.



Signage zones for NT04



Full elevations of NT04



Image of NT04 from Dantzic Street



Image of NT04 from Dalton Street

The height and massing accords with the principles of the SRF. The facades would be created with a range of colour and tone of the anodised panels and brickwork.

Conditions would that they are acceptable and the design is delivered to the required standard together with retention of the project architect (which would be secured by a Legal Agreement).

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

Accessible public realm would enhance the setting of the proposal. The site currently contributes very little to the local environment, dominated by low quality building, hard standing and soil mounds.

There is an opportunity to activate the Dantzic Street, Dalton Street and Dulwich Street and accessible courtyards. There is also an opportunity to be innovative with the site levels and incorporate the River Irk.

The concept is to maximise green connections and movement through the site and beyond, connecting it to the river corridor and other green spaces such as Angel Meadow. Connections would also be made with St Catherine's Wood.



Landscape Masterplan

Dantzic Street and Dalton Street would be repaved and include rain gardens, planting and an integrated cycle route. A delineated cycleway, trees and planting would be introduced along the southern side. Improvement to the northern side of Dantzic Street would be part of a future phase.

Travis Square would have seating, planting and spill out spaces for the commercial uses. Dulwich Street would be located adjacent to the railway line and provide vehicle access for residents, deliveries and servicing. Active spaces would be created throughout the development which would include play space.

The courtyards for NT02, NT03 and NT04 would create private amenity spaces. The significant level changes require steps and slope and areas public realm and courtyards include step-free access.

Dantzic Street and Dalton Street would provide visitor parking whilst Dulwich Street predominantly provides residential parking with accessible parking spaces for visitors.

assembled and managed. Special events and markets could utilise the public spaces to promote a fluctuating and lively street scene along Dulwich Street.

Recreational launch pads offer respite, amusement and leisure for residents and visitors.

Ecological launch pads connect residents and visitors to nature. They provide vital green space and ecological niches for local wildlife and plant communities.



Launch Pad locations

Six character areas would be created: Dantzic Street; Dulwich Street West; Dulwich Street South; Travis Square; Dalton Street and Courtyards



Character Areas

Dantzic Street

Natural stone paving and street furniture would be created along the route adjacent to ground floor commercial uses creating an active street. Segregated cycle lanes would be raised above the carriageway to create a safe and active travel corridor. Planting and trees would provide a natural and enhanced setting. Accessible parking and laybys would be created along the street edge.

been designed as a slope with a gradient no less than 1:21. Dulwich Street would prioritise pedestrians, cyclists, active commercial spill-out spaces and car parking.

Large trees would be required as part of the wind mitigation strategy which would provide an attractive green environment.

The design would allow the potential for future pedestrian and cycle connection along the front of the viaduct to Victoria Riverside and beneath the railway to Bromley Street



Image of Dulwich Street West



parking is proposed along the southern side of the street, alongside the railway viaduct.



Image of Dulwich Street South



Image of Dulwich Street South in section

Recreational spaces would offer places to relax . Reclaimed brick and Corten edging complement the planting and surrounding paving palette and serve to make the space natural and inviting. They could include outdoor dining which can contains picnic tables and grills



Image of a Recreational Launch Pad in different formats

A play space focused recreational spaces would offer custom designed structures for children and adults.



Image of a Recreational Launch Pad as play space

Ecological spaces would provide trees and planting which would naturally adapt over time. There would be dense ground cover and shrub planting below the tree canopy. The pocket forest provides ecological spaces for local pollinators and visiting wildlife. The spaces would also offer sustainable drainage.



Image of an ecological launch pad

Travis Square

Travis Square is a public space is activated by commercial units on Dantzic Street. A ecological slope would be created. The planting in the centre would contribute significantly to biodiversity.



Image of Travis Square

The materials follow that of Dulwich Street using a mixture of natural stone and concrete pavers.

Two resident's terraces at NT02 are accessed from the first floor level. The first is on the viaduct side with a south-facing aspect. The second is between the tower and the Club House building, with views down to the activity on Dulwich Street. Both are green terrace gardens with space for socialising, relaxation and resident's events set within and around beds of planting. A series of planted terraces step down from the communal terrace to Dulwich Street.



Image of Courtyards - NT02

Courtyards - NT03

Paths and planting would be created. Seating, socialising, relaxing and play space would be created ensuring that this development is age friendly. Seating and screen structures create enclosure and definition to the spaces. Private terraces are proposed for the ground floor apartments and town houses.



Image of Courtyards - NT03

Courtyards - NT04

The NT04 courtyard creates space for informal natural play set within planting and trees. Private terraces are proposed for the ground floor apartments, screened by low hedge planting. The courtyard slopes down towards Dalton Street creating an attractive green arrival on to the public realm.



Image of Courtyards - NT04

Open Space and Sports Provision

Paragraph 98 of Section 8 of the NPPF states that new developments should provide access to a network of high quality open spaces and opportunities for sport and physical activity which is cited as having an important impact on health and well being of communities as well as helping to address climate change. The NPPF

states that there should be an up to date assessment of the need for open space, sport and recreation facilities and opportunities for new provision.

The Core Strategy reflects the need to provide suitable sports and recreation facilities where opportunities arise in policy EN11. This policy requires that where there is significant levels of development, open space, sport and recreation should be provided including making such spaces accessible for disabled people, pedestrians and cyclists both across and between sites and to enhance biodiversity. Sport England have raised an objection to the application on the grounds of the conflict with section 8 of the NPPF.

This is an area where significant levels of housing is proposed to meet population growth. This growth needs to be supported by infrastructure including improved access to green spaces, pedestrian and cycle links and sporting facilities.

Significant improvements would be made as part of this application and the Outline application to support new green infrastructure, active travel, informal play and sports provision.

The proposals across both development include green spaces and improved access to the River. Public and private green spaces and a network of public squares for recreation and socialising would be created. A one mile loop would be created for pedestrians and cyclists only. These spaces would significantly improve biodiversity with the planting of diverse species.

The primary school would have a multi use games area (MUGA) which would be available for community use outside school hours.

It would be necessary to embed this new neighbourhood into its surroundings and connect residents and visitors to jobs, amenities and other services. A movement strategy would examine movement beyond the site. Where improvements are required, a strategy would be agreed including a timescale for implementation.

Impact on Trees

4 individual trees and 4 groups of trees were surveyed. Tree cover is entirely self-set and comprises clusters of goat willow and silver birch. Individual trees are present. There are two large goat willows adjacent eastern boundary fence. They are both twin stemmed and there is evidence of previous excavation around their base. There is a sycamore next to the railway retaining wall. There is a large stockpile of soil encroaching onto this tree but it remains in a good condition. With the exception of the sycamore, the tree coverage at the site is considered to be poor.

All of the existing trees and vegetation would be removed. Trees outside of the application site would be protected.

In line with the requirements of policy EN9, new trees and planting would mitigate against the lost trees. Over 70 new trees would be planted. Over 1100 trees would be planted across this application and the outline application. This would mitigate the

harm of the trees and vegetation being lost and contributes toward biodiversity at the site and wider area.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. No bats were recorded, or roost found and activity was low. Greater Manchester Ecology Unit (GMEU) concur with its findings and advise that vegetation clearance should not be undertaken in bird nesting season. Trees and woodland areas should be protected during construction.

The demolition works should not be undertaken until a Regulation 55 licence is issued to the Council. Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam have been recorded on site and a method statement should be prepared giving details of how these plants are to be controlled during development.

A condition would agree final details in order to comply with policy EN9 of the Core Strategy and ensure a biodiversity net gain.

Biodiversity

A modest amount of tree and vegetation would be removed. The public realm and landscaping works and the introduction of green and brown roofs, would achieve a net gain in biodiversity of 26.86%.

The green roofs at mid level would be planted with a native wildflower mix which would be attractive to invertebrates and provide foraging opportunities for birds and bats. Larger areas of green roofs would be located on the mid level NT04 roof which would be planted with herbaceous perennial and shrub planting. Attractive to invertebrates. The brown roofs on the towers would self vegetate by wind blow or bird dispersal creating a natural habitat. This would also provide a place for foraging and nesting birds including Black Redstart.

This should be assessed in conjunction with the works expected to take place at Red Bank. Both proposals would transform the former industrial area with green and blue infrastructure creating habitats, tree coverage and planting.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

Sunlight and daylight

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has been given to instances of overlooking which may result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF) methods. For sunlight, the approach considers the Annual Probable Sunlight

Hours (APSH) for a reference point on a window i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight.

The following properties were assessed:

Green Quarter - Block 7 (The Hallmark), Green Quarter - Block 4 (Jefferson Place), Green Quarter - Block 5 (Britton House), 609 Lincoln Gate, Green Quarter - Block 1 (Melia House), Green Quarter - Block 3 (Barton Place), Green Quarter - Block 2 (Masson Place), Green Quarter - Block 6, New Victoria - Block 2, New Victoria - Block 1, Parkers Apartments, Ashton House, Manchester Court, Homes for Students Manchester Court, Victoria Meadow Side - Plot 2, Victoria Meadow Side - Plot 3, The King of Kings School, 21 Naples Street, 23 Naples Street, Victoria Meadow Side - Plot 5, 60-62 Dalton Street, 64-66 Dalton Street, 68-70 Dalton Street, 72-74 Dalton Street, 76-78 Dalton Street, 80-84 Dalton Street, 29-35 Dalton Street, 19-27 Dalton Street, Emmeline Apartments, 1 Fairholme Caravan Site, 2 Fairholme Caravan Site, 2a Fairholme Caravan Site 6, B18-19 Fairholme Caravan Site 6, C32 Fairholme Caravan Site and 1d Fairholme Caravan Site.

The assessment shows that there were no material impacts on existing conditions of VSC, NSL or APSH.

The daylight and sunlight assessment has also considered the impacts on a number of consented schemes, scheme pending planning permission or under construction. These schemes are as follows:

- Victoria Riverside (under construction)
- Meadowside Plot 4 (planning permission granted)
- The Gas Works (pending planning permission)
- 1 Lord Street (planning permission granted)

The conclusions of the assessment are as follows:

Victoria Riverside 1740 rooms were assessed for NSL with 1389 (79.8%) within the recommended, while 351 rooms (20.2%) are below.

In terms of sunlight, out of the 1740 rooms assessed, 1393 (80.1%) were within the recommended criteria and 347 (19.9%) are below.

Meadowside Plot 4 681 windows have been assessed with for VSC. As a result of the development, 674 (92.4%) would meet the VSC criteria whilst 1 (0.1%) windows experience a minor impact, 4 (0.6%) a moderate impact and (0.3%) a major impact. There are no sunlight impacts on this development

The Gas Works 1550 windows have been assessed with for VSC. As a result of the development, 1418 (91.4%) would meet the VSC criteria whilst 88 (5.7%) windows experience a minor impact, 26 (1.7%) a moderate impact and 18 (1.2%) a major impact. For sunlight, 244 windows have been assessed and would meet the criteria.

1 Lord Street 155 windows have been assessed with for VSC. As a result of the development, 154 (99.4%) would meet the VSC criteria whilst 1 (0.6%) window would

experience a moderate impact. For sunlight, 155 windows have been assessed and all would meet the criteria.

There were no material impacts over current conditions on the following amenity spaces: New Century Park, Green Quarter - Block 5 (Britton House) Ground Floor Amenity, Green Quarter – Blocks 2 and 3b Amenity, Green Quarter - Block 6 Amenity, 29-35 Dalton Street Garden, 19-27 Dalton Street Garden, Emmeline Apartments - Ground Floor Garden, 1 Fairholme Caravan Site Garden, 2a Fairholme Caravan Site Garden, B18-19 Fairholme Caravan Site Garden, C32 Fairholme Caravan Site Garden, 41d Fairholme Caravan Site Garden.

The overall impact of this development on surrounding developments is within an acceptable limit for daylight and sunlight. Where there are impacts, there are within acceptable levels for an urban context such as this and are not of a magnitude to warrant refusal of the application.

The surrounding developments are of a sufficient distance from the application to not result in any unduly harmful impacts for overlooking which could result in a loss of privacy.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that no mitigation is required.

(c) Air Quality

The site is not located in the Greater Manchester Air Quality Management Air (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses.

These uses could be affected by construction traffic and that associated with the completed scheme and have been identified as having a high to medium sensitivity to local air quality conditions.

The application assesses the potential effects during construction of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have

been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. There are also likely to be cumulative impacts from other nearby developments which may be under construction at the same time. This could result in peaks in the impact of all developments taking place. However, as developments are likely to be brought forward in phases, this would seek to minimise the overall impact on local air quality conditions through construction.

The impact on human health would be high for demolition, earthworks, and construction. The impact from construction traffic would be lower due to condition and surface material of Dantzic Street.

Mitigation measures such as dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, would minimise the impact on local air quality conditions. These measures would be secured through the construction management plan condition.

Consideration has been given to the impact on future occupants and the surrounding area on completion. Although the development would generate traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}).

There would be 10% car parking totalling 156 spaces (104 on site and 52 off site). 7% would be for residents, in the podiums and on Dulwich Street totalling 104 spaces (including 10 accessible). 3% for residents would be off site in a location in the outline planning application totalling 52 spaces.

Car parking would be fitted with EV charging together with 1551 cycle spaces together with visitor spaces within the public realm. A travel plan would encourage public transport use and reduce vehicle trips.

As the development would operate on an all electrical system (through the use of air source heat pumps), there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the homes would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. The assessment considered mitigation measures to minimise these impacts.

Wind tunnel testing has assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios (including existing conditions) have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety. The testing also considered mitigation measures and their impact on minimise wind conditions.

184 locations (126 at street level and 58 at the elevated levels of plots NT02-NT04) were included in the wind tunnel model. At each location, local wind speeds were measured.

The current wind conditions are generally suitable for pedestrian safety and comfort. There is one location, south west of Victoria Riverside Block A, where there is an exceedance of pedestrian safety. In addition, there is an exceedance of wind comfort at two locations at ground level entrances at the north and west facades of Victoria Riverside Block B and the east façade of Victoria Riverside Block A.

The introduction of the proposal would see 5 exceedance of pedestrian safety alongside the existing exceedance in the south west corner of Victoria Riverside Block A. There would also be numerous locations where wind comfort would be exceeded which mainly relate to building entrances, terraces and throughfares.

These impacts persist in the cumulative context with other developments in the area including the introduction of development at the outline application

With the introduction of the landscaping strategy and wind mitigation measures, all exceedances of the pedestrian safety and comfort criteria were largely resolved. Measures include screens and hedges to entrances, perforated panels to the clubhouse terrace and private terraces, perforated panels to the southern boundary, screens to outside seating areas and central courtyard of the NT3 podium terrace and lower balconies along the west elevation.

There are two areas which would remain: the north west corner of NT04 external amenity terrace and the lower balconies at the northwest corner of NT03. Wind conditions at these locations in summer are only rated as suitable for standing/short periods of sitting. Given the intended use of these spaces, which would be subject to a management arrangements, the conditions in these spaces is considered suitable for their intended use.

The wind mitigation measures must be put in place prior to the first occupation of the development which should be secured by a planning condition.

Noise and vibration

A noise assessment identifies the main sources of construction noise would be from plant, equipment and construction including breaking of ground and servicing.

These noise levels would be acceptable provided that the operating and delivery hours are adhered to, an acoustic site hoarding and equipment silencers are used and there is regular communication with residents which can be secured by a planning condition.

When the development is occupied, the acoustic specification of the homes would limit noise ingress from the main external noise sources, particularly from nearby roads, the rail/tram lines and noise transfer from ground floor commercial uses.

A mechanical ventilation system and appropriate glazing would ensure that noise levels within the homes are acceptable. There would also be a requirement to demonstrate that the homes would not overheat. The final scheme would need to be agreed by a condition and verified prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Each apartment would have separate storage areas for refuse, recyclable and compostable materials. Residents in the tower elements would use refuse chutes with a tri-separator. Residents in the lower buildings would take their waste directly to refuse and recycling stores located adjacent to ground floor circulation cores.

The size of each the stores would exceed the recommended guidance of 0.43m² per apartment. All refuse stores would be managed by the facilities staff.

All refuse stores would be mechanically ventilated. Management would move the bins to the kerb side on Clive Street or Gould Street and promptly move them back to the store when emptied.

Servicing and refuse strategy would take place from lay-bys in the public realm, located close to each building. These could accommodate the largest refuse vehicle currently in use or likely to be used in the future and the likely size of delivery vehicles given the nature of the land uses. Delivery vehicles use Dantzic St / Dalton St / Dulwich St.

The refuse arrangements are acceptable in principle to Environmental Health subject to further details in order to satisfy policies EN19 and DM1.

Accessibility

There are significant level changes across the site. There is a 6 metre difference across NT02 and NT03 which has resulted in different finished floor levels across the scheme. The floor levels also ensure that the development is flood resistant. All entrances would be level and the route connecting Dantzic Street and Dulwich Street is fully accessible.

NT04 slopes approximately 10 metres from Dantzic Street/Travis Square to the junction of Dalton Street and Dulwich Street. The public realm connecting NT02/NT03 with NT04 is fully accessible including all building entrances. To achieve this, the building is placed on terraces.

There would be 10 accessible parking spaces close to building entrances and circulation cores. Laybys around the site to facilitate pick and drop off.

Main entrances to buildings would consist of a sliding door with a 1000 mm clear width opening. The clubhouse would have level access and lifts.

Internal corridors would be 1500 mm wide and all upper levels would have a lift. 10% of the homes would be M4(2) standard 'Accessible and Adaptable Dwelling'

Flood Risk/surface drainage

The site is primarily situated in Flood Zone 1 with a less than 1 in 1000 annual probability of flooding. The Dantzic Street frontage is in Flood Zone 2 with a greater than 1 in 100 annual probability of flooding (plus 35% climate change allowance). Flood risk is from the River Irk.

The site is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. The area is sensitive to an increase in surface water run off and/or volume from new developments which may exasperate flooding problems. The residential use is identified as 'More Vulnerable' with offices and commercial space being 'Less Vulnerable'.

A Flood Risk Assessment (FRA) identifies that building layouts, usage and public realm are in areas which reduces their flood risk or are compatible with water such as public realm and commercial uses.

Modelling carried out for this planning application, and the outline planning application, demonstrates that the proposals can be brought forward independently and that the development would not have an adverse flood risk on the site or elsewhere.

It has demonstrated to the satisfaction of the Environment Agency that the proposal would have negligible impact on water levels and that flood water displaced principally by plot NT04 would be minimal with the any loss of floodplain compensated for within the public realm in Dantzic Street. In addition, there would be no adverse impact on flood risk on the site and elsewhere in the local catchment.

The design has incorporated measures to minimise the risk of flooding on the proposal. This includes setting NT02 and NT03 floor levels above the flood levels and other mitigation measures.

NT04 is the only plot with a vulnerable commercial use with the floor level which are set below the design flood level. The impact on this premises is marginal and mitigation would include an impermeable concrete upstand, raised electrical fittings

and barriers. Safe access would be provided to the rear of the premises in the event of a flood.

The Environment Agency have raised no objection on the basis the proposal is carried out in accordance with the Flood Risk Assessment to secure the relevant mitigation required to minimise the risk to flooding at the development. This should therefore be a condition.

The sites location in Flood Zone 2, requires the application of the Sequential Test (and where applicable the Exception Test) as outlined in the NPPF and NPPG. The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites appropriate for the development, in areas with a lower risk.

As the more sensitive building uses have been located in Flood Zone 1, with the least vulnerable elements located in Flood Zone 2 i.e public realm and the commercial uses, the requirements of the Sequential Test have been satisfied.

The site is a long-standing regeneration priority for the City Council and has been identified within Norther Gateway SRF. The project value is £330 million and is a brownfield site that can accommodate high density housing in the form of 1551 new homes (including 5% affordable homes), commercial space and new place making. This would contribute a significantly to the Council housing land supply. There are no other reasonable alternative sites in this location capable of delivering that level of housing and the associated public benefits.

Only public realm and the commercial uses in NT04 are in Flood Zone 2. The public benefits would be significant and meets the requirements of the Exception Test. Management and mitigation measures would ensure that users are not vulnerable in the event of a flood.

The carriageway of Dantzig Street and Dalton Street would be lined with a green SuDS corridor which would provide water quality treatment and attenuation for runoff. Final details of the surface water drainage scheme are to be agreed by condition. A new surface water outfall is proposed to the River Irk. Final details should be agreed by planning condition.

Given the level of contamination at the site, and therefore risk to groundwater, this should be considered in further detail by way of a condition. It is not possible at this stage to determine if the remediation of the site can be achieved in a phased manner until further details have been provided and the risk to ground water minimised. Details of piling and boreholes would need to be agreed prior to any works commencing to minimise the risk to ground water.

The Flood Risk Management Team and the Environment Agency have raised no objection on the basis that flood mitigation measures are put in place together and final details of a drainage scheme, remediation strategy, piling and boreholes are agreed.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that these flood risk mitigation measures and a drainage plan forms part of the conditions.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby. The statement indicates that traffic flows into and out of the area are likely to decrease following development.

Several areas of improvement are necessary to ensure traffic and pedestrian flows are safe and would be a condition.

Encouraging and enhancing pedestrian and cycling links would ensure that residents and visitors can access other parts of the Red Bank and New Town and city centre. Provision of new bus stops in order to promote better usage of future improvement to this route as a bus corridor. An effective signage strategy to help promote pedestrian and cycle activity along appropriate routes.

There would be 10% car parking provision (156 spaces). 7% would be on site and in the podiums and on Dulwich Street (104 spaces). 10 of these 104 spaces are accessible (6.5% in total). 3% (52 spaces) would be off site in a location within the outline planning application. The location, design and specification of this off site car parking area would be secured by condition. Temporary, secure and well-lit car park would be provided until the permanent solution is in place. 13 car parking spaces on site are proposed at Dulwich Street, Dantzie Street and Dalton Street for visitors including 4 accessible on-street spaces.

1551 cycle spaces would be provided, i.e one space per dwelling together with 86 visitor spaces.

The development would be served by a private road 'Dulwich Street' from Dalton Street. This would include EV charging points and street trees. The road would be managed by a Neighbourhood Management Company and the management arrangements should be agreed as part of the condition to ensure that the details are suitable for its use. This should also include a Road Safety Audit.

Dantzie Street would be widened to 6.5 metre to accommodate two way bus movements. Traffic calming is also proposed with improved pedestrian crossing, footway widening and a west bound cycle lane. The speed limit would be 20 mph. Car club bays would be provided.

A servicing strategy would be required to be agreed to determine the arrangements for the serving for this development include appropriateness of lay by design.

Construction Management Plan should be agreed for future applications for this development to minimise the impact on the local highway network.

A travel plan and construction management should be agreed by planning condition.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation. The ground conditions are not complex so as to prevent development provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to homes and comings and goings from the site are likely to be noticeable. It is acknowledged that there has been some local concern raised regarding on street parking from construction workers and litter associated with existing developments under construction in Victoria North. Construction works is likely to begin in Q4 2023 and be completed by Q4 2029.

The National Rail mound located on Plot NT03 would be excavated to facilitate construction works. Either side of this are masonry wing walls which retain the sides of the mound as it interfaces the northern elevation of the railway viaduct. A new retaining structure, comprised of a 45.7m long, contiguous piled retaining wall with a gabion retaining wall above, would be built prior to the removal of the National Rail mound in order to maintain stability to the railway viaduct. The final details of the siting, appearance and scale would be agreed by planning condition.

A condition requiring a construction management plan to be agreed should be a condition. This would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond. In addition, it would require a clear communication strategy with the local community and businesses to inform them of works. A clear management strategy would be required for construction parking and servicing to minimise impacts.

Construction vehicles are likely to use Dantzic Street which should minimise disruption on the local network. There is a large amount of activity in the local area but the proximity of the strategic road network should help to minimise disruption on the surrounding area.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction

management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control.

A number of queries raised by the HSE have been addressed. 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 the issues are being considered early in the design process as a result of the Gateway one consultation.

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 supplementary information will be a specified in the approved plans and supporting information condition of any consent granted. On this basis it is considered that that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

Permitted Development

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

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Legal Agreement

A legal agreement under section 106 of the Planning Act would secure a 5% on site contribution to affordable housing together with mechanism to re-test the viability of the scheme at an agreed future date to determine if there has been a change in conditions which would enable an affordable housing contribution to be secured in line with policy H8 of the Core Strategy as explained in the paragraph with heading “Affordable housing”.

There would also be provision within the legal agreement to ensure that the architect is retained to deliver the scheme in the interest of preserving the architectural quality of the scheme in line with policies EN1 and DM1 of the Core Strategy as explained in the paragraph with the heading “Visual Amenity”.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise. This is in an important site in the Northern Gateway SRF which is suitable for a high-density development. The site is brownfield and largely vacant.

Its vacant nature and poor quality environs undermines the regeneration opportunities for this area. Redevelopment is necessary to realise the significant regeneration benefits outlined in this report which include a significant continuation to the city’s housing land supply through the provision of 1551 new homes together with new public realm, place making and highway improvements along Dantzig Street.

One, two and bedroom homes would be created with ancillary amenity spaces, residents lounges, gym and active ground floor commercial uses. Each building would have its own identity which would make a positive addition to the city skyline. The buildings would be of a high standard of sustainability being energy efficient and operating on an all electric system. This offers the most suitable long term solution to energy supply and carbon reductions.

There would be a 5% on site affordable housing with a mechanism secured by the Legal Agreement to review the viability at a later stage. Significant improvements to public realm including a contribution towards highway improvements.

The impact on the local area, including residential properties, businesses, road and recreational areas, has been assessed and there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it can be mitigated, and would not amount to a reason to refuse the 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 surrounding conservation areas and listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the substantial public benefits which would be delivered as a

consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraph 202 of the NPPF).

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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 to secure 5% on site affordable, a late stage review of the viability and secure the retention of the project architect

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. Further discussion has taken place during the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions of the approval

1) In this permission, the following definitions are applicable:

- Enabling Phase: to include site set up (erection of hoardings, siting of cabins and securing of the site), vegetation clearance, above ground demolition ground remediation, gas main relocation and removal of the Network Rail Mound and erection of a retaining wall.
- Construction Phase: to include the building of plots NT02, NT03 and NT04 including associated hard and soft landscaping, public realm and highway improvement works or other associated works of the development.

Reason – To clarify the various phases of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) 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.

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

Drawings

01110000, 01140000, RDB-HBA-2X-RF-DR-AR200133, RDB-HBA-2B-ZZ-DR-AR200310, RDB-HBA-2C-ZZ-DR-AR200311, RDB-HBA-2C-ZZ-DR-AR200312, RDB-HBA-2X-ZZ-DR-AR200313, RDB-HBA-2X-ZZ-DR-AR200314, 01310000, 01310001, 01310002, 01310010, 01310020, 01310060, 01310070, 01310090, 01310100, 01310110, 01310120, 01310190, 01310200, 01310220, 01310230, 01310240, 01310250, 01310270, 01310340, 01321001, 01321002, 01321003, 01321004, RDB-OPN-00-ZZ-DR-LA210000, RDB-OPN-00-00-DR-LA210001, RDB-OPN-00-00-DR-LA210002, RDB-OPN-00-00-DR-LA210100, RDB-OPN-2B-00-DR-LA310000, RDB-OPN-2B-00-DR-LA310001, RDB-OPN-2B-ZZ-DR-LA310002, RDB-OPN-2D-00-DR-LA310000, RDB-OPN-2D-00-DR-LA310001 and RDB-OPN-2D-ZZ-DR-LA310002 received by the City Council, as Local Planning Authority, on the 26 April 2023

RDB-OPN-2D-00-DRLA-310000_P02, RDB-OPN-2B-00-DRLA-310000_P02, RDB-OPN-00-ZZ-DRLA-210000_P02, RDB-OPN-00-ZZ-DRLA-210001_P02, RDB-OPN-00-ZZ-DRLA-210100_P02, RDB-HBA-2X-LG-DRAR-080098-P07, RDB-HBA-2X-IT-DRAR-080099-P06, RDB-HBA-2X-UG-DRAR-080100-P06, RDB-HBA-2X-01-DRAR-080101- P05, RDB-HBA-2X-02-DRAR-080102- P05, RDB-HBA-2X-03-DRAR-080103-P05, RDB-HBA-2X-04-DRAR-080104- P05, RDB-HBA-2X-05-DRAR-080105- P05, RDB-HBA-2X-07-DRAR-080107- P05, RDB-HBA-2X-08-DRAR-080108- P04, RDB-HBA-2X-19-DRAR-080119- P04, RDB-HBA-2X-28-DRAR-080128- P05, RDB-HBA-2X-30-DRAR-080130-P05 and RDB-HBA-2X-31-DRAR-080131-P05 received by the City Council, as Local Planning Authority, on the 13 July 2023

Supporting information

Design and Access Statement, including: Landscape section, Refuse Management Strategy and External Lighting Plan prepared by Hawkins Brown, Maccreeanor Lavington, Schulze+Grassov, OP-EN, and WSP, Planning Statement prepared by Avison Young, Biodiversity Net Gain Assessment prepared by TEP, Broadband Connectivity Assessment prepared by G-Tech, Crime Impact Statement prepared by GMP, Environmental Standards Statement prepared by WSP, Financial Viability Assessment prepared by Savills, Fire Strategy Statements prepared by Hoare Lea, Local Labour Agreement prepared by Avison Young, Statement of Community Involvement prepared by Counter Context, Sustainability Strategy prepared by WSP, Tall Building Statement prepared by Avison Young, TV Reception Statement prepared by G-Tech and Utilities Statement prepared by WSP received by the City Council, as Local Planning Authority, on the 26 April 2023

Environmental Statement (Volume 2)

- Townscape and Visual Impact (Chapter 6) prepared by OPEN
- Ecology and Nature Conservation (Chapter 7) including: Arboricultural Impact Assessment prepared by TEP;
- Cultural Heritage (Chapter 8) prepared by WSP;
- Flood Risk and Drainage (Chapter 10) prepared by WSP;
- Transport and Access (Chapter 11) prepared by WSP
- Air Quality and Dust (Chapter 12) prepared by WSP
- Noise and Vibration (Chapter 13) prepared by WSP
- Daylight, Sunlight and Overshadowing (Chapter 14) prepared by WSP
- Wind Microclimate (Chapter 15) prepared by WSP
- Socio-Economics (Chapter 16) prepared by WSP
- Health and Wellbeing (Chapter 17) prepared by WSP
- Climate Change (Chapter 18) prepared by WSP

received by the City Council, as Local Planning Authority, on the 26 April 2023

Environmental Statement Volume 3: Appendices received by the City Council, as Local Planning Authority, on the 26 April 2023

Environmental Statement (Volume 4) Including appendices

Appendix I Ground Conditions Technical Note
 Appendix II Transport and Access Technical Note
 Appendix III Air Quality and Dust Technical Note
 Appendix IV Noise and Vibration Technical Note
 Appendix V Replacement Flood Risk Assessment and Drainage Strategy
 Appendix VI Updated Planning Drawings

received by the City Council, as Local Planning Authority, on the 13 July 2023

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

4) Prior to the commencement of the Enabling Phase (save for the site set up vegetation clearance and above ground demolition), a detailed phasing plan for the Enabling Phases of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, in consultation with the Environment Agency. The Enabling phases of the development shall then be carried out in accordance with the Enabling Phasing Plan and timescales agreed.

Reason – The enabling works are to be carried out on a phased basis and details must therefore be agreed in this pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) No demolition works or vegetation clearance as part of the Enabling Phase shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the a ES Volume 3 Appendix 7.7 Arboricultural Impact Assessment (Application 5) prepared TEP received by the City Council, as Local Planning Authority, on the 26 April 2023; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

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

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

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

7) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

8) Prior to the commencement of an Enabling Phase of the development, an invasive non-native species protocol for that Enabling Phase shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Giant Hogweed and Japanese Knotweed at the site within that Enabling Phase. The Enabling Phase shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

9) Prior to the commencement of an Enabling Phase of the development, a detailed construction management plan outlining working practices for that Enabling Phase shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The Enabling Phase shall be carried out in accordance with the approved construction management plans for the duration of that Enabling Phase of the 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).

10) a) Prior to the commencement of an Enabling Phases, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of that Enabling Phase 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 relevant Enabling Phase of the development.

In this condition a Local Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to the relevant Enabling Phase being completed, a detailed report for that Enabling Phase 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).

11) Prior to any Enabling Phase of the development taking place, evidence of a Regulation 55 Licence shall be submitted for approval in writing by the City Council, as Local Planning Authority. No demolition or vegetation clearance works with that Enabling Phase shall take place until written approval has been issued by the City Council, as Local Planning Authority.

Reason – In the interest of ensure that there is no unduly harmful impact on bat habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

12) Prior to the commencement of the Construction Phase, a detailed phasing plan for the Construction Phases of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include indicative timescales for implementation. The Construction Phases of the development shall then be carried out in accordance with the building works phasing plan and timescales agreed.

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

13) No Enabling Phase shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works for that Enabling Phase 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 of Plots NT03 and NT04;
 - pending the results of the above, targeted open-area excavation.
2. A programme for post-investigation assessment and analysis to include:

- production of a final report on the results of the investigations of NT03 and NT04 and their significance;

- analysis of the material excavated from NT02 in 2019 in accordance with the methodology set out in the post-excavation report prepared by Salford Archaeology (North View, Dantzic Street: Archaeological Post-excavation Assessment, dated January 2020).

3. Deposition of the final reports 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: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

14) a) Prior to the commencement of a Construction Phase of the development, details of a Local Labour Proposal for that Construction Phase, in order to demonstrate commitment to recruit local labour for the duration of the relevant Construction Phase 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 relevant Construction Phase of the development.

In this condition a Local Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed for a Construction Phase of the development, a detailed report for that Construction Phase 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).

15) Prior to the commencement of a Construction Phase of the development, a detailed construction management plan outlining working practices for the proposed

development construction of that Construction Phase shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plans for the duration of the relevant Construction Phase of the 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).

16) Prior to the commencement of any Construction Phase of the development, an invasive non-native species protocol for that Construction Phase shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam at the site. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

17) Prior to the commencement of a Construction Phase of the development, all material to be used on all external elevations of the development within that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations that Construction Phase of the development along with jointing and fixing details, extent of window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management. The materials shall also be supported by a series of bay studies.

The approved materials shall then be implemented as part of that Construction Phase of the development.

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

18) a) Notwithstanding the

- Environmental Statement, Chapter 9 - Ground Conditions, Red Bank outline application and NT02-04 New Town Full Planning application, Avison Young, April 2023.

- Ground conditions desk study, Dantzig Street - Phase 2, Manchester, Hydrock, Reference: R/151819/G001, Dated: December 2015

- Ground Investigation Interpretative Report, Victoria North Infrastructure Works, Arup, Reference: NVIF-ARP-ZZ-YYY-RP-CG-0009(P03), Dated: 23 February 2023.

Addendum Note, Preliminary Ground Investigation Technical Note, Plots NT02, NT03, NT04 Dantzig Street, RoC, 4328-ROC-ZZ-XX-TN-ES-P2TN, Dated: 27 September 2022

- Phase 2 Site Investigation, Plots NT02, NT03 and NT04 Dantzig Street, RoC, 4328-ROC-ZZ-XX-RP-ES-P2-101, Dated: 21 October 2022.

- Phase 1 Desktop Study, Plots NT02, NT03 and NT04 Dantzig Street, RoC, Reference: 4328-ROC-ZZ-XX-RP-ES-PH1DTS, Dated: 12 January 2023.

- Preliminary Risk Assessment, Application 5: Plots NT02-04 (Full Application), WSP, Reference: 70079268-12082, Dated: April 2023.

A Enabling Phase shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the Enabling Phase.

- There is an abstraction borehole 533m to the west of the site for Joseph Holts brewery which is currently being used (all the desk studies have had uncertainty over its status so this needs updating).

- Further SI needed in NT03 including gas monitoring.

- An area of filling was noted on Plot NT04 at TP214 and may be considered to comprise an unrecorded landfill site. The site soils in this area might therefore be considered to be a waste material, further investigation and discussion with MCC and the EA will be required.

- Further SI within plot NT02 due to the presence of chlorinated solvent, TPH and benzene

- Provision of calibration certificates for the gas monitoring undertaken by RoC

- Submission of an updated Risk Assessment on completion of the additional Site Investigation.

- Submission of a Remediation Strategy

b) When a Construction Phase commences, the development in that Phase shall be carried out in accordance with the previously agreed Remediation Strategy for that Phase.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on a Construction Phase at any time before the development is occupied, then development on the relevant part of the Construction Phase shall cease and/or the relevant part of that Construction Phase development shall not be occupied until, a report outlining what measures, if any, are required to remediate the relevant land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority and the development of that Construction Phase 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.

19) Prior to the first occupation of a residential element within a Construction Phase, a completion/verification Report for that Construction Phase shall be submitted for approval in writing by the City Council as Local Planning Authority to ensure that the remediation work agreed as part of condition 18 has been undertaken in line with the previously agreed remediation strategy.

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

20) No drainage systems for the infiltration of surface water to the ground where adverse concentration of contamination are known or suspected to be present are permitted for a Construction Phase without a strategy being submitted for approval in writing by the City Council, as Local Planning Authority. The strategy for such systems must be supported by an assessment of the risks to controlled waters. The relevant Building Works Phase shall be carried out in accordance with the approved details.

Reason – The previous use of the application site presents a risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable drainage system. This could pollute controlled waters pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

21) An Enabling Phase or a Construction Phase of development hereby approved shall not commence until details of the method for piling, or any other foundation design using penetrative methods for that phase, has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during that Enabling Phase or Construction Phase of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires

consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

22) An Enabling Phase of development hereby approved shall not commence until details for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes within that Enabling Phase have been submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Details of how redundant boreholes are to be decommissioned;
- How any boreholes that need to be retained, post development, for monitoring purposes, will be secured, protected and inspected.

The relevant Enabling Phase shall be implemented in accordance with the details and thereafter retained and maintained in situ.

Reason – To ensure that any potential source receptor pathways are protected and/or appropriately decommissioned thereby ensuring that any risks to controlled water are mitigated pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

23) The Construction Phase of the development hereby approved shall be carried out in accordance with the submitted ES Volume 4 Appendix V Flood Risk Assessment and Drainage Strategy prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

24) Notwithstanding the flood mitigation measure outlined in the ES Volume 4 Appendix V Flood Risk Assessment and Drainage Strategy prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023, full and final details of the flood mitigation measures for a Construction Phase shall be submitted for approval prior to the commencement of a Construction Phase. The approved measure shall be implemented as part of each Construction Phase and a verification report confirming the measures have been implemented shall be submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the residential element of each Construction Phase.

The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

25) Prior to the first occupation of a building within a Construction Phase, a flood evacuation plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved flood evacuation plan shall be implemented upon first occupation of a building within a Construction Phase and thereafter retained and maintained in situ.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

26) Notwithstanding the details submitted on the ES Volume 4 Appendix V Flood Risk Assessment and Drainage Strategy prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023, (a) a Construction Phase of the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Breakdown of discharge rate per plot
- 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 45% climate change;
- Assessment of overland flow routes for extreme events. 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.
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. 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 a Main River, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of the proposed new connections will suffice.

- Where alterations are proposed to the Main River, any works within or adjacent to the river that would affect it would require consent from the Environment Agency.
- An email of acceptance is required from the EA, confirming that the proposed works to the existing channel and flood plain areas are acceptable.
- Confirmation that the EA approve of the 'precautionary approach' flood model to be used for the scheme.
- 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.
- Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.
- For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

A Construction Phase shall be carried out in accordance with the agreed drainage strategy which shall be implemented prior to the first occupation of the residential element of a Construction Phase.

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

27) Prior to the commencement of an Enabling (save for the site set up, vegetation clearance and above ground demolition) and Construction Phase of the development, details of the means of ensuring the wastewater infrastructure within the site boundary is protected from damage shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The details shall include a survey of the exact location of the sewer/s and outline the potential impacts on these assets from construction activities. The details must include measures to protect and prevent any detrimental impact to the wastewater infrastructure and its operation both during construction and post completion of the development to prevent exposing the sewer to undue loading, vibration or risk. This must include a pre and post CCTV survey of the sewer.

Any mitigation measures shall be implemented in full prior to the commencement of an Enabling (save for the site set up, vegetation clearance and above ground demolition) and Construction Phase development in accordance with the approved details and retained thereafter for the lifetime of the development.

In the event that a diversion/diversions of the infrastructure or a build over agreement is required, the developer shall submit evidence to the Local Planning Authority that a diversion or build over has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to the commencement of

development or, in the event of a build over, that agreement has been reached with the relevant statutory undertaker prior to commencement of development.

Reason: In the interest of public health and to ensure protection of the public sewer system pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

28) (a) Prior to any above ground works associated within a Construction Phase, details of the hard and soft landscaping together with public and private realm works relating to that Construction Phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

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

(b). The approved details shall then be implemented and be in place prior to the first occupation of a Construction Phase of the development hereby approved.

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

The boundary treatment for a Construction Phase shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on that Construction Phase, other than that shown on the approved plans.

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

29) (a) Prior to any above ground works associated within a Construction Phase, full and final details of the Launch Pads (Commercial, Recreational and Ecological) relating to that Construction Phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species and planting within the public and private realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
- (viii) Details of the siting, scale and appearance of boundary treatments.
- (ix) Management strategy for the future use of the spaces including removal of moveable furniture outside of the opening hours of commercial uses, no use of amplified sound or music and details of grills and other outside cooking equipment.

(b). The approved details shall then be implemented and be in place prior to the first occupation of a Construction Phase of the development hereby approved.

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

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

30) Prior to the first occupation of a Construction Phase, a detailed 30 year landscape environmental management plan (LEMP) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the relevant Construction Phase will be maintained including

maintenance schedules and repairs. The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan.

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

31) Prior to the first occupation of a Construction Phase, details of the implementation, maintenance and management of the sustainable drainage scheme for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development within that Construction Phase which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme for that Construction Phase shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

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

32) Each Construction phase of the development shall be carried out in accordance with the Environmental Standards Statement and Energy Strategy prepared by Environmental Standards Statement received by the City Council, as Local Planning Authority, on the 26 April 2023

A post construction review certificate/statement for a building within a Construction Phase shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that Construction phase.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

33) (a) Prior to the first occupation of a building within a Construction Phase, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

(b) Prior to the first occupation of a building within a Construction Phase of the development, a verification report for that building will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

34) (a) Prior to the first use Class E, F, Sui Generis and Clubhouse (and any relevant use) within a Construction Phase, uses, a scheme of acoustic insulation for those spaces within that building within a Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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 those spaces within a building, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

35) (a) Prior to the first occupation of a residential building, a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding

roads, and any other relevant noise source for that building, shall be submitted for approval in writing by the City Council as Local Planning Authority.

The scheme shall include measure to mitigate any actual or potential sources of noise which require consideration on or near the site.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

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

Living Rooms (daytime - 07.00 - 23.00) 35 dB L_{Aeq}

Gardens and terraces (daytime) 55 dB L_{Aeq}

The scheme shall reflect that higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB ($L_{eq,5min}$), respectively.

The approved noise insulation and ventilation scheme for a building shall be completed before the first occupation of the residential accommodation within that building.

(b) Prior to the first occupation of the residential building, a verification report for that building 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 with windows and purge vent doors closed. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

36) Prior to the occupation of development within a Construction Phase, details for a waste management strategy for the storage and disposal of refuse for the residential element in that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element of a building in that Construction Phase and shall remain in situ whilst the use or development is in operation.

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

37) Prior to the occupation of development of a Construction Phase, details of a waste management strategy for the storage and disposal of refuse for that Class E, F and Sui Generis uses within that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the Class E, F and Sui Generis uses in a building within that Construction Phase and shall remain in situ whilst the use or development is in operation.

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

38) Prior to the commencement of development of the clubhouse within a Construction Phase, details of a waste management strategy for the storage and disposal of refuse for that Clubhouse within that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the Clubhouse and shall remain in situ whilst the use or development is in operation.

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

39) Prior to the occupation of development of a building within a Construction Phase, details of a scheme to extract fumes, vapours and odours from that Class E, F, Sui Generis and Clubhouse uses in that building shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme for that building shall then be implemented prior to the first use of each of these spaces in that building and thereafter retained and maintained in situ.

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

40) Prior to the occupation of development of a building in a Construction Phase, full details of a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of that building and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment and river corridor the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

41) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 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.

42) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for Construction Phase buildings:

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): 10:00 to 18:00

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

43) Prior to the first use of any commercial units and clubhouse within a Construction Phase, a schedule of opening hours for that commercial units and clubhouse shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces.

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.

44) Prior to the first use of the commercial spaces within a building, details of any external areas associated with the commercial spaces (including an Operating Schedule) within that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

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

The approved plan shall be implemented upon first use of the commercial uses in that building and thereafter retained.

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

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

45) Each commercial unit shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

46) The commercial spaces within a Construction Phase of the development shall be occupied as Class E (excluding convenience retail and gymnasium), F1, F2 and Sui Generis: Drinking Establishment only (excluding takeaways) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the

vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

47) In the event that any of the commercial units within a Construction Phase of the development are occupied as a café/restaurant and/or drinking establishment, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - o Dispersal policy;
 - o Mechanism for ensuring windows and doors remain closed save for access or egress 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 (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

48) 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 residential accommodation (Class C3(a)) 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). 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.

49) The residential accommodation 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.

50) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on the 26 April 2023. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of a building in a Construction Phase of the development the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

51) Prior to the first occupation of a building within a Construction Phase, a Travel Plan Framework for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of a building within a Construction Phase, a Travel Plan for that building which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

52) Prior to the commencement of a Construction Phase, details of the residents cycle storage for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available upon first occupation of the residential element of a building within that Construction Phase and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

53) Prior to the commencement of a Construction Phase, details of the non residential cycle storage/provision for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available upon first use of the non residential element of the Construction Phase and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

54) Prior to the commencement of a Construction Phase, details of the car parking layout (including accessible parking) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details for each building within a Construction Phase shall be implemented and made available upon first occupation of that building and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient car parking for that phase 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).

55) Prior to the commencement of a Construction Phase, details of the provision of the electric vehicle charging for the car parking for that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include provision of electric vehicle charging for all vehicles associated with that phase and that the specification would be fast charging at a minimum of 7kw.

The approved electric vehicle charging proposals for each building within a Construction Phase shall be implemented prior to the first occupation of that building and retained and maintained in situ for as long as the development remains in use.

Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

56) Prior to the commencement of a Construction Phase, a strategy and relevant timescales for the implementation of highways works relevant to that particular Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Amendments to Dantzic Street including:
 - Alterations to carriageway along Dantzic Street to widen to 6.5 metres,
 - widening of footways (including Plan showing the deed of dedication)
 - Installation of street trees,
 - Installation of natural paving,
 - Installation of rain gardens;
 - Installation of a segregated westbound cycleway;
 - Traffic calming measures together with a 20 mph Traffic Regulation Order (TRO);
 - Installation of an uncontrolled pedestrian crossing across Dantzic Street in the vicinity of the footbridge opposite Dalton Street;
 - Creation of on street car parking and laybys; and
 - Provision and amendment to Traffic Regulation Orders (TRO) to manage on street car parking and time limited restrictions to manage servicing.

- Amendments to Dalton Street including:
 - Alterations to carriageway including widening of footways (including Plan showing the deed of dedication)
 - Installation of street trees,
 - Installation of natural paving,
 - Installation of rain gardens;
 - Creation of on street car parking and laybys;
 - Provision and amendment to Traffic Regulation Orders (TRO) to manage on street car parking and time limited restrictions to manage servicing;
 - 20 mph Traffic Regulation Order (TRO) and double tell waiting restrictions to protect the visibility splays to Dantzic Street and Dalton Street.

- Stopping Up of Dulwich Street including appropriate visibility splays;

- Temporary footway re-surfacing to the northern side of Dantzic Street; and

- Bus stop locations, car club locations and cycle hire provision with the adopted highways

The approved scheme and relevant timescales for implementation of each element of works shall be implemented and be in within the agreed timescale.

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).

57) In the event redevelopment does not occur to the plots adjacent to the northern side of Dantzic Street (RB16/RB17) (within a timescale to be agreed in writing by the City Council, as Local Planning Authority, prior to the first occupation of a Construction Phase which involves works to the southern side of Dantzic Street), a

full scheme of highways improvement works (provision of street trees, carriageway and footway improvements, cycle lane and natural paving) to the northern side of Dantzig Street shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall be implemented within a time scale to be agreed in writing as part of the approval of the works. The works shall be implemented in accordance with that timescale and thereafter retained and maintained.

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).

58) Prior to the commencement of a Construction Phase involving works to Dalton Street, full and final details for the layout and design for the car park/Dalton Street visibility splay shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the relevant Construction Phase 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).

59) Prior to the commencement of a Construction Phase which includes the highway works along Dantzig Street and Dalton Street, a Road Safety Audit (RSA) shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any mitigation measures outlined and agreed as part of the RSA shall be implemented as part of the relevant phase of the development and be in place prior to the first occupation of development within that relevant Construction Phase.

Reason – In the interest of highway and pedestrian safety pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

60) Prior to the commencement of a Construction Phase involving works to Dulwich Street, a servicing management plan for Dulwich Street including tracking of 11.5 metre refuse vehicle shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the relevant Construction Phase 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).

61) Prior to the commencement of a Construction Phase, a TV reception survey for that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The mitigation measures of the approved survey shall be implemented as part of that phase of the development.

Within one month of the practical completion of each phase of the development, and at any other time during the construction of the development if requested in writing by

the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before a phase of the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

62) Prior to the first occupation of a Construction Phase of the development, details of bird and bat boxes to be provided (including location and specification) in that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of that Construction Phase and thereafter retained and maintained in situ.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

63) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings hereby approved 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.

64) Prior to the first occupation of a building in a Construction Phase of the development, a building signage strategy for external facades and commercial frontages for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. In accordance with the principles outlined in the Design and Access Statement received by the City Council, as Local Planning Authority, on the 26 April 2023, all commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation as part of each Building phase of development. The approved strategy shall then be implemented for that building 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).

65) All windows at ground level, unless shown otherwise on the approved drawings, 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.

66) The development hereby approved shall include for accessible routes within the public realm and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

67) Prior to the commencement of a Construction Phase, a detailed strategy for the provision of accessible dwellings (including a specified number of accessible wheelchair dwellings) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of each relevant phase of the development and thereafter retained.

Reason - To ensure and appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

68) Prior to the first occupation of a building within a Construction Phase, details of any roller shutters to the ground floor of the premises in that building 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 of the commercial units within a relevant phase and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

69) Prior to the first occupation of a building within a Construction Phase of the development, details of the opening hours for any roof terraces in that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The terraces in that building shall be operated in accordance with the approved opening hours.

There shall be no amplified music or sound on the roof terrace at any time.

Reason - In interests of 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.

70) Prior to the first occupation of a building within a Construction Phase of the development, a detailed car parking (drop off and pick up), servicing, taxi and deliveries strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the management arrangements for moving in and out times, taxi pick up and drop off and food and online deliveries and any other associated management and operational requirements. The approved strategy, including any associated mitigation works, for that building, shall be implemented and be in place prior to the first occupation of the residential element and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

71) Prior to the first occupation of a building within the Construction Phase of the development, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the building and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

72) Prior to the first occupation of a building within the Construction Phase of the development, details of the siting, scale and appearance of the air source heat pumps to that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The air source heat pumps must also comply with the noise criteria as specified in condition 33. The approved details shall then be implemented prior to the first occupation of the building and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

73) Notwithstanding the provisions Class O of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) any Class E office accommodation shall be retained for the purposes of Class E office accommodation within of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class E.

Reason - To safeguard the office accommodation as part of maintaining the supply of suitable and sustainable office accommodation in this part of the City particularly accommodation suitable for small business pursuant to policies SP1 and EC1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

74) Prior to the commencement of a Construction Phase, full details of the existing and proposed levels in that Construction Phase (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with these details.

Reason - In the interest ensure an accurate record of the changes to the site levels at the application site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

75) In the event a premises within a Construction Phase is occupied by a Cheche, day nursery or day centre, a detailed management and servicing strategy for that use within that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of pick and drop off and servicing arrangements including management arrangements, operating hours and details of out door provision. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the premises in that Construction Phase with the strategy retained and maintained for the as long as the development remains in that use.

Rason – To ensure appropriate management arrangements are put in place for this use in the interest of residential amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

76) Prior to the commencement of a Construction Phase, a detailed movement strategy for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. Where relevant this shall include:

- Identification of key pedestrian and cycle links both within and beyond the application boundary including condition survey (this should include Dantzic Street/Bromley Street and links to Rochdale Road and the City Centre) (but not restricted to);
- Details of improvements to facilitate and improve active travel on the key routes including (but exclusive of) improvements to underneath bridges, improvements to highway infrastructure to restrict car parking and facilitate pedestrian and cycle movements;
- Improvements to the disused railway;
- Improved lighting and other security measures;
- The creation and implementation of a signage and wayfinding strategy to promote the enhanced routes;
- Timescale for implementation and phasing of any agreed works;
- Maintenance strategy.

The movement strategy shall be implemented within the timescales and phasing agreed as part of this planning condition.

Reason – In order to promote active travel within and beyond the application boundary pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

77) Notwithstanding the ES Volume 3 wind microclimate study (Appendix 15.2) received by the City Council, as Local Planning Authority, on the 26 April 2023, prior to any above ground works of a Construction Phase, full and final details of the wind mitigation measures shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include siting, scale and appearance of any screens, siting, scale and species of any trees, hedges and planting.

The approved details shall be implemented and be in place prior to the first occupation of a Construction Phase and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – In order to ensure appropriate win mitigation is put in place pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

78) Prior to the commencement of a the relevant Construction Phase, a detailed temporary off site car parking strategy including location, design, specification, duration and management of the off site car parking for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved off site car parking strategy shall be implemented as part of the relevant Construction Phase and thereafter retained for the duration of the temporary period.

Reason – In order to secure a temporary car parking strategy pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

79) Prior to the commencement of a Construction Phase, a parking management plan (PMP) to manage on site car parking for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved PMP shall be implemented as part of the Construction Phase and thereafter retained for as long as the development remains in use.

Reason – In order to secure a temporary car parking strategy pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

80) Prior to the first occupation of the relevant Construction Phase of the development within which Dulwich Street is delivered, a detailed parking and management plan/operation management plan for Dulwich Street shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the how the neighbourhood management company shall manage servicing, pick up and drop off and access along the Street. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the relevant Construction Phase within which Dulwich Street is delivered and thereafter retained and maintained in operation.

Reason - To ensure appropriate management arrangements are in place for Plateau Avenue in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

81) (a) The development hereby approved shall be carried out in accordance with the Biodiversity Net Gain Assessment received by the City Council, as Local Planning Authority, on the 26 April 2023.

(b) As part of each Construction Phase, an updated version of the Biodiversity Net Gain Assessment shall be submitted to the City Council, as Local Planning Authority for approval. This will provide any updates required to the document approved under part (a) of this condition to reflect the detailed design proposals contained within that phase, and any subsequent updates to the ecological assumptions required to meet a minimum overall target of 10% biodiversity net gain across the site.

(c) Prior to the first use of each Construction Phase of development agreed within part (a) of this condition, a verification report for that Construction Phase will be required to validate that the works undertaken at that stage conforms to the recommendations and required approved within part of part (b) of this planning condition including its contribution towards the minimum 10% biodiversity net gain.

(d) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment. A verification report and measures shall be agreed until such a time as Construction Phases of development comply with parts (a), (b) and (c) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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 - In the interest of securing a biodiversity mitigation strategy for the Red Bank Neighbourhood pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Whilst there is only a low risk of otter being present, the applicant is reminded that under the 2019 Regulation it is an offence to disturb, harm or kill otters. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.
- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the

developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- 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/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed
- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide

a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

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: 136814/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

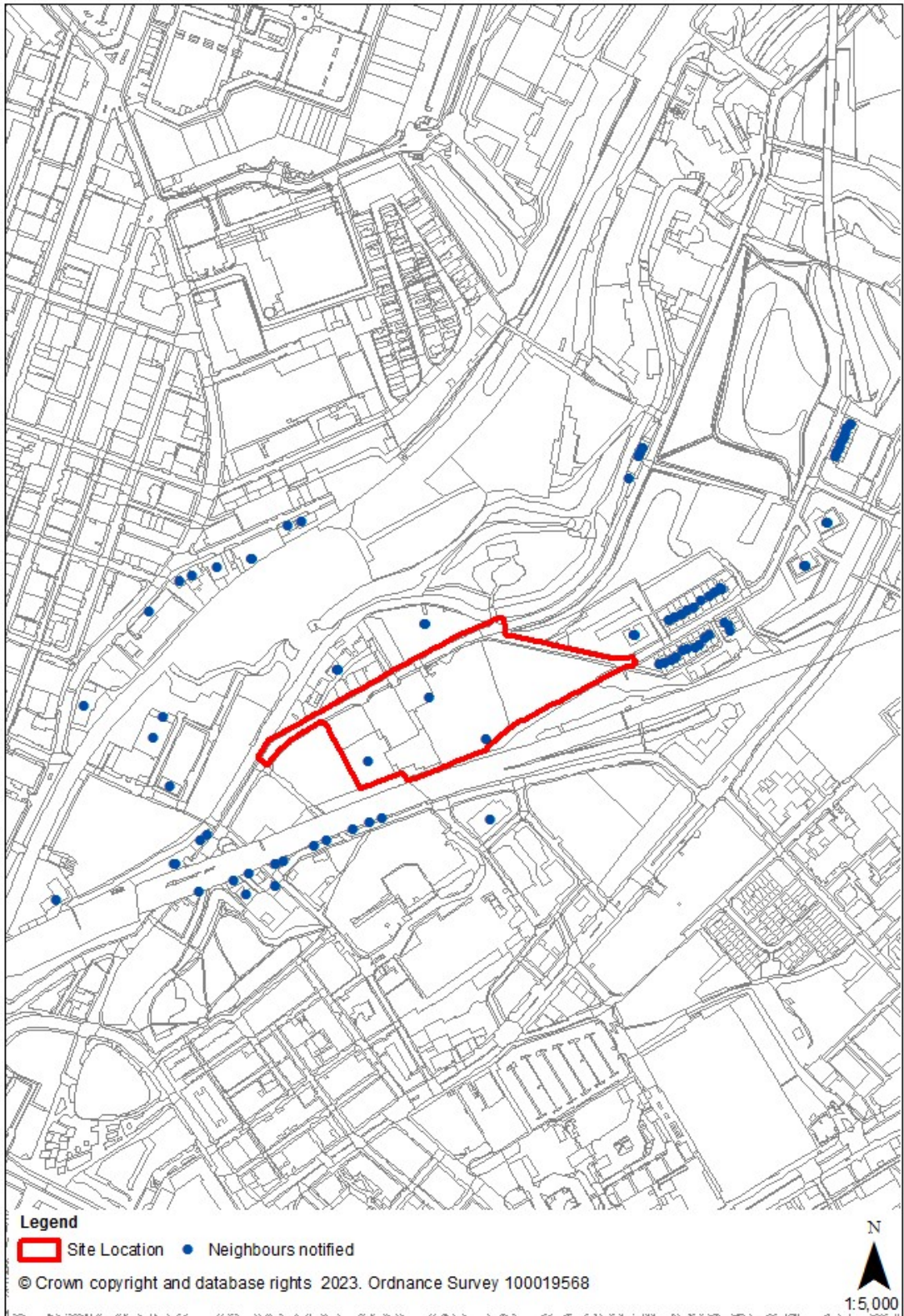
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Metrolink
The Coal Authority
Natural England
Planning Casework Unit
Sport England
Environmental Health
Planning Casework Unit
Network Rail
Sport England
MCC Flood Risk Management

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

Representations were received from the following third parties:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
136963/FO/2023	12th May 2023	31 st August 2023	Hulme Ward

Proposal Erection of a three-storey Class F1 (a) (Provision of education) building comprising a 20 no. classrooms, an assembly space, study centre, staff rooms and associated accommodation following the demolition of the existing single-storey building and partial demolition of the St Vincent's building together with a phased landscaping scheme; boundary treatments; cycle parking; and, car parking

Location Loreto College, 146 Chichester Road And The Former Probation Centre Bounded By Chichester Road South/Moss Lane West/Maher Gardens And Tamworth Street, Manchester, M15 5PB

Applicant Ms Tracy Livesey , Loreto College

Agent Mrs Melissa Murphy, 10architect Ltd

Executive Summary

The application proposals seek approval for the provision of a three storey teaching block for the Loreto Sixth Form College on a site which lies to the immediate south of the existing College campus. The site is owned by the City Council and was previously leased to the Ministry of Justice who provided Probation Services from the single storey building on the site from the late 1980s early 1990s until 2021.

Loreto College is a co-educational sixth form college (16-19) in the Hulme ward, and is a non-selective provider. The college is on the western edge of the Manchester City Council's boundary, with part of the campus sitting within the Trafford Council boundary. It is accessed to the east of the campus via Chichester Road South. The college campus was redeveloped from 2002 to 2014, when the main buildings on the site were constructed.

The applicant has indicated that Loreto College is a high-performing and oversubscribed Sixth Form College with currently 3,589 students on roll studying mainly A Level (or equivalent) qualifications. In its last Ofsted inspection in December 2022, the college was graded Outstanding in all areas, a grading that they have maintained since 2006. Due to its long-standing reputation of academic excellence, the college is consistently oversubscribed with nearly 3 applications received for each available place. It is now operating at capacity with no further flexibility to accommodate the ever growing demand for places. This situation will be exacerbated owing to demographic growth in the Manchester region. ONS data indicates growth of circa 20-30% in 16–18 year olds over the next 5-10 years. In order to meet this forecasted demand, the college put in place a capital plan that focuses on a new teaching block located on the application site. A grant application was submitted to the Department of Education in November 2022 which was approved and confirmation obtained in May 2022 for the provision of new teaching accommodation proposed by these application proposals.

Nearby properties were notified of the proposals with letters being sent to 191 addresses, in addition a site notice was posted, and an advertisement placed in the Manchester Evening News notifying of the application proposals. In response comments were received from 1 Manchester resident together with comments from ward members raising concerns around: the perceived inefficient use of land, impacts on air quality, transport implications of the proposals, and the notification process undertaken.

Amongst other matters that are set out within the main body of the report it is considered that the principle of the provision of additional educational provision accords with the adopted planning policies in place, other matters raised by objectors are also fully addressed.

Description of the site

The application site is bounded by Moss Lane West to the south, Maher Gardens and the southern boundary of the Loreto College campus to the north, Tamworth Street to the west and Chichester Road to the east.

The application site currently comprises a single storey brick building formerly a Probation Centre and associated office space, landscaping including trees and hard surfacing providing car parking spaces, together with two public rights of way that cross the 0.93 hectare site. The building on site has been vacant since May 2021 and is not currently formerly in use. The site is in the ownership of the City Council and was leased to the Ministry of Justice until May 2021. Cornbrook runs in a culvert across the site with an easement restricting development within 7 metres of it and part of the application site as a result of Cornbrook lies within flood zone 2.

Trafford Council's administrative boundary is to the immediate west of the application site. Residential properties in the form of two storey dwellinghouses and a recently constructed three storey apartment block lie to the immediate west (1), with residential dwellinghouses and the recently converted former Hyde's Brewery to the south on Moss Lane West (2). A five-storey apartment block is located on the south east corner of the junction between Moss Lane East/West and Chichester Road south (3), whilst on its north-eastern corner is a three storey office building 'Chichester House' (4). The Loreto Sixth Form College campus and associated car parking lie to the immediate north with part of the campus comprising unmarked car parking and single storey St Vincent's building falling within the application site (5).

A number of listed buildings are located within the vicinity of the site including:

- Church of St Mary (Grade II*) and Boundary Wall to the Churchyard of the Church (Grade II) (a)
- Chapel Building, Loreto College (Grade II) (b)
- Moss Side People's Centre (Grade II) (c)
- St Mary's House (Grade II) (d)
- Mawlawi Kurdish Cultural Centre (Grade II) (e)
- Queen's Brewery Court (Grade II) (f)
- Playground Wall of St Mary's Junior School, on West, North and East sides (Grade II) (g)



Application site edged red with adjacent uses and Listed Buildings noted against references in paragraphs above

To the north, north-west of the application site is a cleared area of land within Trafford Council’s administrative area which is currently subject of a planning application by Trafford Housing Trust for redevelopment comprising of 161 residential dwellings (Class C3) and 190sqm of commercial floor space with vehicular access from Maher Gardens and Bold Street.



Existing site (edged red) and relationship to College Campus buildings to the north and development site to the north, north-east

Description of the proposals

The proposals are for the erection of a three-storey Class F1 (a) (Provision of education) building comprising 20no. classroom teaching block, an assembly space, study centre, staff rooms and W/C provisions. The proposals incorporate provision of cycle and car parking together with a landscaping scheme including tree replacement provision.

The College currently provides an education facility for 3,558 students, of which 216 students are currently located in temporary classroom accommodation which the proposals would replace when completed. The proposed teaching block would see an increase in staff numbers at the College of 30 full time equivalent posts together with an increase in student numbers above the current capacity of the campus (which includes those currently utilising a number of temporary buildings) of 264 students.

Demolitions

In order to develop the proposals, the existing single storey building on the site would be required to be demolished together with an existing boundary wall, the existing southern extent of the Loreto College boundary and part of the existing single storey St Vincent's College building. The partial demolition of the St Vincent's building will allow for a new catering facility for students and will also increase the width between the St Vincent's building and the existing adjacent campus buildings and facilitate student flow to the proposed new building.



Moss Lane West elevation of existing Probation building

Proposed New Building

The design and layout of the proposed building is reflective of the scale of buildings within the immediate area and reflects the constraints of the site including the culvert and most of the existing trees on site. The overall height of the building is 13.58m, the closest residential buildings range from 2no. to 4no. storeys in height, with the Ellis and Kennedy Loreto College building to the north of the site being 5no. storeys at 22.1m high.

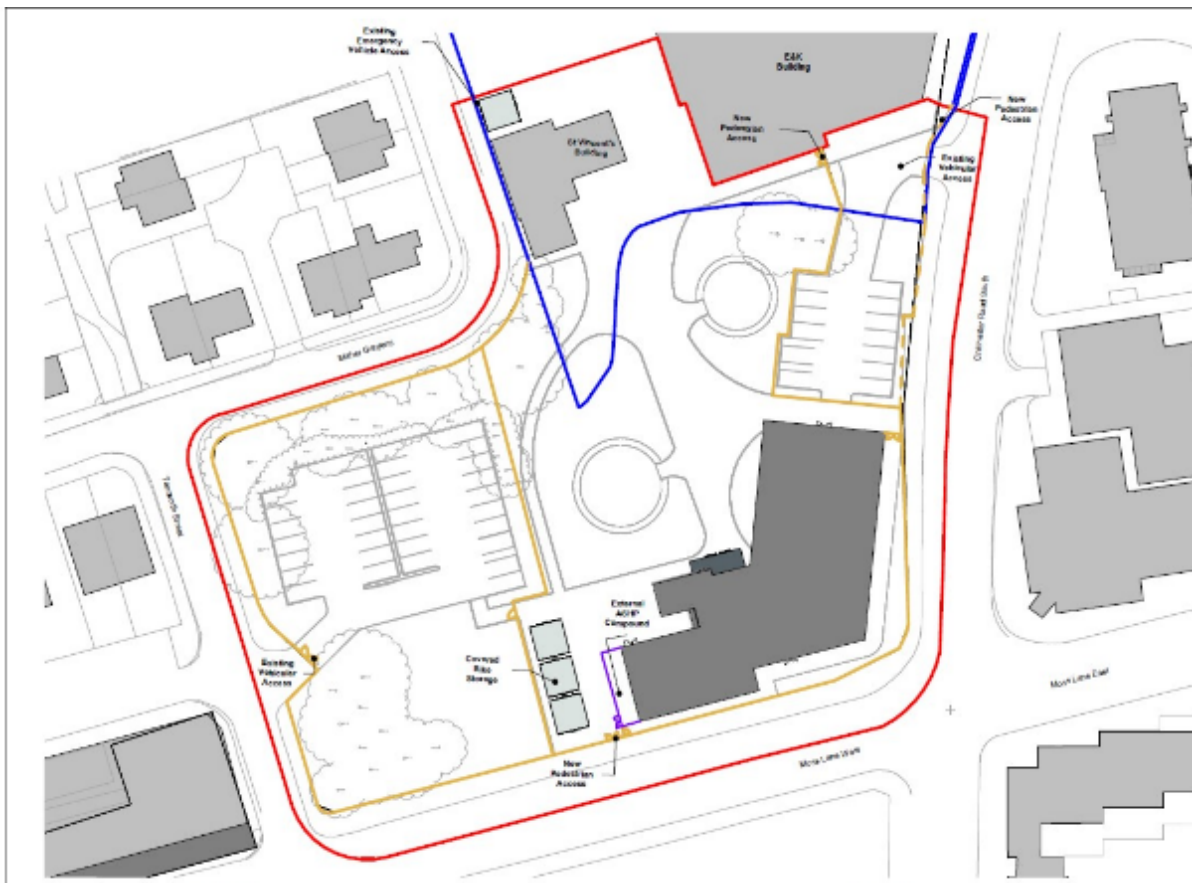
It is proposed that the elevations of the proposed building would be finished in a traditional clay-facing red brick, with aluminium curtain walling and doors. All windows are proposed to incorporate perforated solar shading and would be finished in a grey colour that would complement the chosen brick and is reflective of the materials used in surrounding buildings.



CGI View of the external elevation of the proposed building



CGI View of the Chichester Road South elevation



Proposed site layout plan with building footprint in dark grey to bottom right, existing vehicular access from Tamworth Street to car parking area retained to the left and existing vehicular access from Chichester Road South top right retained to a reconfigured and reduced car parking area

Landscaping

The proposed landscaping would be delivered over several phases, to create outdoor 'zones' for students, including outdoor dining areas, a performance area and social areas. The scheme incorporates planting areas, and the development would require the removal of 3no. trees, 2 of these are category B trees and 1 is a category C tree, these three trees are on the Chichester Road south frontage of the site, the applicant proposes to replace these trees on site within the overall landscaping scheme. The existing trees along Tamworth Street/Maher Gardens are all be retained.

A secure boundary is to be provided around the application site to connect with the existing College boundary which would be finished with the same 2.4m high metal bar and rail to match the existing fencing around the campus in colour and style and would allow the application site to form part of an enlarged College Campus. As a result of this, two public rights of way that currently cross the application site would require to be formally closed and the applicant has confirmed that this process has commenced via the submission of a section 257 application to the City Council as Highways Authority which would be subject to its own formal process and consultations.

Access

Pedestrian access into the College Campus is to remain unaltered and would be via the existing entrance on Chichester Road South.

There are two existing vehicle access points into the application site, one from Tamworth Street via Moss Lane West and one from Chichester Road South, both accesses serve two areas of car parking, both accesses are to be retained. The car parking would be solely used as staff car parking.

There are currently 32 car parking spaces on the car park accessed from Tamworth Street, inclusive of 2no. disabled spaces. There are a further 40 unmarked spaces on the existing College car park. It is proposed to resurface and remark the Tamworth Street car park to retain the same number of car parking spaces, whilst the car park accessed from Chichester Road South would be reconfigured as part of the proposals to enlarge landscaping areas and reduce the number of parking spaces to 13.



Proposed landscaping scheme with new building in bottom right hand corner

Land Interest

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

Planning History

136964/FO/2023 - Extension to the planning permission (126744/FO/2020) for the use of 9 No. temporary classrooms, consisting of 1 No. single classroom, 2 No. double classrooms and 1 No. double stacked double classroom for a further period of 3 years. Approved 07.07.2023

126016/FO/2020 - Erection of a single storey dining room extension to the north elevation of Ball Building along with associated landscaping. Approved 12.10.2020

126744/FO/2020 - Erection of 9 No. temporary classrooms, consisting of 1 No. single classroom, 2 No. double classrooms and 1 No. double stacked double classroom with associated works for a period of 3 years. Approved 23.06.2020

103608/FO/2013/S1 - Erection of three storey teaching facility with associated external car parking and hard and soft landscaping. Approved 03.12.2013

086595/FO/2008/S1 -Erection of a five storey building to form additional teaching accommodation and refectory with associated landscaping. Approved 28.07.2008

Consultations

The application was subject to notification letters to nearby properties, together with a site notice posted at the site and advertisement in the Manchester Evening News. In response comments have been received from 1 Manchester resident who raises concerns with the proposals, a summary of the key points being raised through the notification process is set out in the section below.

Ward Member Comments

Councillor Lee-Ann Igbon – Does not support the application based on the travel plans, impact to the community and no further consultation from the college to improve the behaviour of the staff and students. States that following a meeting with the College it was expected that further discussions would take place on how they can improve their responsibility to the Hulme Community but has not heard anything from the College which is disappointing.

Councillor Annette Wright – Has been in contact to raise concerns with the extent of neighbour notifications undertaken on this application.

Residents comments

- The proposal does not make efficient use of the land, with the building taking up perhaps 20% of the site.
- Provision of landscaping and trees needs to be balanced against the provision of built form that defines streets and spaces and provides natural surveillance.
- The site is located in Hulme where there is a shortage of homes and employment space, the applicant should be encouraged to revisit the proposals and convert to a mixed use development.

Statutory and non-statutory consultees

MCC Highways – Provision has made to segregate car, servicing and pedestrian movements resulting in safe and convenient routes within the site.

There are no issues arising from the proposals in terms of traffic assessments or highway safety issues. MCC Highways indicate that the level of car parking to be provided is proportionate and in line with Council policies.

There are currently a number of paths crossing the extended site, which are the subject of an on-going s257 application. No new alternative routes are proposed, but the closures do not result in any significant level of detour or difficulty for pedestrians and are supported by Highways.

It is recommended that appropriately worded conditions are attached to any approval relating to construction management, preparation, and approval of a travel plan for the College, provision of electric vehicle charging points, provision of cycle parking, and ensuring vehicular access gates are set 5m from the highway and open inwards.

MCC Environmental Health – Raise no objections to the proposals and make recommendations relating to conditions to be attached to any approval of the application to cover matters relating to: acoustic insulation of external plant and equipment, fumes and odours scheme, contaminated land site investigation survey reporting and remediation strategy, external lighting scheme, waste management, electric vehicle charging points, and construction management.

Greater Manchester Ecology Unit – Have reviewed the submitted Ecology reports and bat surveys of buildings to be demolished and raise no objections on ecological grounds. Recommendations are made that tree and vegetation clearance is undertaken outside bird nesting season unless further surveys show their absence and securing ecological enhancements via the landscaping scheme proposed.

MCC Flood Risk Management Team – The site is located within flood zone 2, finished floor levels must be set at a minimum of 32.930m AOD. Further updated information is required in relation to the drainage strategy for the development and it is recommended that an appropriately worded condition is attached to any approval for the submission of this and the maintenance and management of the installed drainage scheme.

Greater Manchester Police (Design for Security) – Raise no objections to the proposals on crime and safety grounds.

United Utilities – Request a condition be attached to any approval for the submission of a surface water drainage scheme.

Trafford Council – Support the application which they believe would have an improved design and scale to the existing building.

Policy

Manchester Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against. There are a number of policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

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 and that new development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. 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.

It is considered that the application proposals meet the key spatial principles of the Core Strategy by creating a well-designed development which will provide a modern safe and secure educational facility.

Policy EC2 Existing Employment Space - The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having regard to the Manchester- Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The application proposals would replace a former Probation Centre which comprised employment floor space. In this instance the application proposals are considered to offer greater benefits through the provision of additional post 16 educational facilities to support the adjacent College than the existing use.

Policy EN1 Design Principles and Strategic Character Areas – The proposals are considered to be well designed that would reinforce and enhance the local character of this part of the City and would support the achievement of the Core Strategy Strategic Objectives by guiding educational facilities adjacent an existing College campus.

Policy EN3 Heritage – The application proposals are accompanied by a proportionate Heritage Statement that considers the proposals in the context of nearby designated Heritage Assets, this matter is considered in more detail within the issues section of this report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon & Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies & Policy EN 8 Adaptation to Climate Change

The application is supported by a Renewable and Sustainability report that concludes the building would achieve a 20.75% betterment of the Building Regulation Part L 2021 emissions, exceeding the requirements of the above Core Strategy policies through the use of an energy efficient design and the use of low and zero carbon technologies.

Policy EN9 relates to Green Infrastructure and requires new development to maintain existing green infrastructure in terms of its quantity, quality and function. The proposals incorporate provision for landscaping including tree replacement planting.

Policy EN14 relates to Flood Risk and states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. This scheme has been developed in order to comply with these requirements and is supported by a draft drainage strategy and Flood Risk Assessment.

Policy EN 15 relates to Biodiversity and Geological Conservation. The policy indicates that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The applicant has undertaken Ecological Appraisal of the site which is set out within the documents accompanying the application. The site is not considered to have significant ecological value but measures to enhance biodiversity through landscaping and best practice construction methods.

Policy EN16 relates to Air Quality and confirms that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. The applicant has provided an Air Quality assessment of the air quality impact of the proposed development which concludes that both the construction and operational phases would not have significant impacts on air quality.

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

Policy EN18 – Contaminated Land: The policy outlines that the Council gives priority for the remediation of contaminated land to strategic locations. Proposals for development of contaminated land must be accompanied by a health risk assessment. The application is accompanied by a ground conditions report and preliminary risk assessment that has been assessed by Environmental Health and it is recommended that a suitably worded condition be attached to any approval relating to further site investigations and production of an appropriate remediation strategy.

Policy EN19 Waste – The applicant indicates that the existing College arrangements for the storage and disposal of waste is to be utilised.

Policy T1 Sustainable Transport – The development incorporates cycle parking and car parking and is located in close proximity to on-street cycle lanes, pedestrian facilities and public transport modes.

Policy T2 relates to Accessible areas of opportunity and need and that the Council will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers. The development would be situated within an area that has historically been used for educational and commercial uses and is well located to public transport to enhance access to the site by sustainable transport modes.

Policy DM1 of the Core Strategy states: All development should have regard to a number of specific issues including:

- 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.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation.

- Community safety and crime prevention.
- Vehicular access and car parking.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

Saved Policies of the Unitary Development Plan for the City of Manchester (1995)

Saved policy DC22.1 sets out that the Council will have regard to the effect on existing pedestrian routes and will not normally allow development which would result in unacceptable inconvenience to local pedestrian movement. The application proposals would result in the closure of two rights of way across the site, full consideration of this issue is set out within the issues section of this report.

Saved policy DC26, Development and Noise, - states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact from noise sources. For the reasons given within the issues section of this report it is considered that the proposal is consistent with the policies contained within the UDP.

The National Planning Policy Framework- The NPPF (revised version published July 2021), articulates the Government's drive to ensure new developments are 'beautiful' through the use of Design Codes and the provision of street trees. At the heart of the 2021 revised NPPF lies the 'presumption' in favour of sustainable development (paragraph 11).

The NPPF notes there are three dimensions to sustainable development; economic, social and environmental. These dimensions are considered to be mutually dependent with the NPPF, in its entirety, defining sustainable development.

Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.

Secondly, the social role is required to support communities by creating well designed, beautiful and safe places, with accessible local services to reflect the needs of the community.

Lastly, the environmental role should protect and enhance the natural, built and historic environment. The NPPF states that 'the purpose of the planning system is to contribute to the achievement of sustainable development' (paragraph 7). It summarises the objective of sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their needs.

Section 8 is titled 'Promoting healthy and safe communities' and sets out at paragraph 95 sets out that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning

authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications.

Section 11 (paragraphs 119 to 125) is titled 'Making effective use of land'. It sets out that planning policies and decisions should promote the effective use of land to meet the need for homes and other uses. In particular it states that substantial weight to the use of brownfield land, as well as ensuring developments make efficient use of the land.

Section 12 (paragraphs 126 to 136) is titled 'Achieving well-designed places'. It states that the planning process is fundamental to creating high-quality buildings and places. Good design is key to sustainable development and contributes to creating better places in which to live and work. It outlines that developments should aim to:

- Add to the overall quality of the area and function well over the lifetime of the development.
- Be visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
- Be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities).
- Establish or maintain a strong sense of place, using arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- Optimise the potential of the Site, create and sustain an appropriate mix of uses.
- Create safe, inclusive and accessible environments which promote health and well-being.

Section 14 (paragraphs 152 to 173) is titled 'Meeting the challenge of climate change, flooding and coastal change'. It sets out that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change and should help to shape places in ways that contribute to radical solutions in greenhouse emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources. The application is accompanied by a Flood Risk Assessment and draft drainage strategy, the site is in a low flood risk area and appropriately worded conditions are proposed.

Section 16 is titled 'Conserving and enhancing the historic environment'. Paragraph 194 notes that in determining Planning Applications, Local Planning Authorities require an applicant to describe the significance of any Heritage Asset affected.

Paragraph 197(c) states that in determining applications, Local Planning Authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 203 states that the effect of an application on the significance of a Designated Heritage Asset should be taken into account in determining the application.

Paragraph 206 states that Local Planning Authorities should look for opportunities for new developments within the settings of Heritage Assets, to enhance or better reveal their significance.

Other material considerations

Manchester Green and Blue Infrastructure Strategy 2015 -The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements relating to key objectives for growth and development. 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.

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; and
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.

The proposals incorporate landscaping proposals and the retention of a majority of existing trees on the site. Tree, hedge and shrub planting will assist in creating an appropriate component for the users of the site.

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. 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.

The application proposals are accompanied by a Renewable and Sustainability Report that concludes that the development energy use and performance would exceed both adopted planning policies and current Part L Building Regulations.

Other National Planning Legislation

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.

Issues

Principle – The principle of the redevelopment of previously developed land and buildings within Hulme to provide for an educational facility building is considered acceptable. The proposal would provide a public benefit in meeting the needs for additional educational floorspace within this part of the City adjacent to an existing College campus. In this instance further consideration is required with regards to impacts on residential and visual amenity, air quality, sustainability, flood risk, access, ecology , heritage, and highways impacts, and these are considered below.

Residential Amenity – The closest residential properties to the site are those located on the opposite side of Tamworth Street (approximately 12 metres from the site) and Maher Gardens (approximately 15 metres from the site) to the north and west and to the south on the opposite side of Moss Lane West (approximately 20 metres from the site) and East (approximately 25 metres from the site). The application proposals would retain and improve the existing car parking area accessed via Tamworth Street and also create external areas for the use of college students during a normal day which would be located towards the Tamworth Street and Maher Gardens part of the site. Whilst these activities would generate activity and noise given the separation distances across existing highways and the urban context of the site it is not considered that the general activity generated on the application site by the

proposals would give rise to unacceptable impacts on the residential amenity of these properties.

The vehicular access from Tamworth Street is an existing one and it is to be retained. Given that this has previously been used to access car parking associated with the Probation Centre and could be brought back into use to serve that building if it were to be retained it is not considered that comings and goings of vehicles from this access would give rise to unacceptable impacts on residential properties on Tamworth Street and Maher Gardens.

The proposals would utilise the main College pedestrian access located on Chichester Road South to the north of the College campus. This access provides pedestrian with a separate vehicular access, Security office and gated entrance further to the north adjacent a four-storey apartment block. There are two and three storey residential properties on the opposite side of Chichester Road South facing these entrances together with the St Mary's Church building. The south bound bus stop is located to the front of the Church on Chichester Road South, whilst the northbound bus is located directly outside of the pedestrian gates. The application proposals would increase the capacity of the school by 264 students and 30 staff against a current student population of 3,558. As such whilst there is an increase in the number of students it is not considered that this increase in student and staff numbers arriving and leaving the campus would give rise to significant impacts on the amenity of existing residents, particularly those close to the main pedestrian access.

The proposals would comprise a three-storey building with its main frontages presenting to Moss Lane West and Chichester Road South. The distances and siting of the building from residential properties together with intervening trees and landscaping is not considered to cause overshadowing or loss of light to existing properties.

As set out earlier in this report, there are proposals within Trafford Council's area for the development of an area of land to the north and west of the application site for residential development. This land is not immediately adjacent the application site and is separated by existing residential properties and College buildings as such the application proposals are not considered to give rise to unacceptable impacts on potential future residential occupiers if those proposals are brought forward.

Visual Amenity – The application proposals would provide a modern College building that would present a strong urban form to address Chichester Road South and Moss Lane West. The proposals would replace a poor-quality single storey vacant building that does not currently present a positive image to the surrounding streets and area. The choice of traditional building materials in the external finishes of the building together with brick detailing and boundary treatments to match those around the existing College campus would assist in ensuring the development would provide a positive urban design response to the site and its setting and successfully integrate into the area.

Flood Risk – Part of the application site lies within Flood Zone 2 and as such the application is accompanied by a proportionate Flood Risk Assessment together with

a surface water drainage strategy which identify that the flood risk of the site from fluvial sources is classified as 'medium risk'. These documents have been fully assessed.

To reduce this risk from flooding, it is proposed to ensure that the finished floor levels of the building are set at an appropriate level above surrounding ground levels and a full drainage strategy be implemented as part of the development. As such to mitigate and reduce the risk of flooding it is proposed that these be secured via appropriately worded condition.

Air Quality – The application is accompanied by an air quality assessment; this indicates that the proposals would not give rise to unacceptable impacts on the air quality of the area either through the construction or operational phases and that the air quality in the vicinity of the application site would not give rise to unacceptable impacts on staff or students.

In order to reduce impacts during the demolition and construction phases it is proposed that a condition be attached to approve a construction management plan to incorporate measures to reduce impacts arising from associated activities.

In terms of the operational phase, it is recommended that further details for the proposed provision of electric vehicle charging points at the College be secured via an appropriately worded condition and that a Travel Plan is put in place to introduce measures to encourage sustainable means of transport to the College.

Sustainability – The application is accompanied by a Renewable and Sustainability Planning report that sets out the approach taken with the design in order to minimise the energy use of the building and to incorporate renewable technologies to further reduce the carbon emissions from the building.

The energy conservation measures proposed for the building include:

- Improving thermal insulation above building regulation standards
- Improving airtightness
- Optimise daylighting by providing generous glazing to function spaces
- Low water demand applicants
- Controlling solar gains using high efficiency glazing
- Passive natural ventilation systems

In addition to the above the application proposals also incorporate low and zero carbon technologies in the form of air source heat pumps for heating of the building and installation of photovoltaic cells to be installed on the roof of the building in an array of approximately 100m² in area. The result would be this approach would achieve a 20.75% betterment over Part L of the 2021 Building Regulations in terms of emissions.

Access – The proposed building would have a single level access entry point and would incorporate a lift which would provide level access to all floors of the building with no level changes through the floors. Disabled WCs would be provided on all floors of the proposed building.

The reconfigured car parking areas would provide 4 no. disabled car parking spaces split equally in number between the two car parks accessed from Tamworth Street and Chichester Road South. This level of provision is considered to be acceptable.

Transport – The application proposals are accompanied by a Transport Statement which has been fully assessed. This indicates that the site is well located in relation to existing cycle routes and is highly accessible by public transport with a Greater Manchester Accessibility Level score of 7 (a score of 8 being the highest level of accessibility).

The main entrance to the College is provided from Chichester Road South and a segregated pedestrian access and vehicle access is provided. The pedestrian access connects to on-site footpath routes that are used to access the buildings across the Campus. The main vehicle access is also taken from Chichester Road South. Further vehicle accesses are provided from Maher Gardens and Bold Street. Vehicle routes across the site are traffic calmed and are subject to a 5mph speed limit. Existing parking for staff is provided across the campus whilst students are not permitted to park at the College.

In relation to the application site subject of these proposals, which sits to the south of the main College Campus, vehicle access is provided from a priority junction on Tamworth Street and a priority junction on Chichester Road South. The junctions provide access to two separate parking areas. The Tamworth Street car park has 32 spaces marked out and the Chichester Road South car park is unmarked and has capacity for circa 40 cars and is in use by staff of the College albeit the majority of this land is currently rented by the College for that purpose. There are footpaths that currently run across the site providing access between Chichester Road South and Maher Gardens, and Tamworth Street and Moss Lane West, the impacts of the proposals on these footpaths are considered in more detail below.

In addition to double yellow lines controlling parking on Chichester Road South and Moss Lane West. To the north and east of the College site are residential parking zones permitting residents parking and short stay parking for 2 hours.

The application proposals would retain the existing vehicle access arrangements from Tamworth Street and Chichester Road South. A vehicle access gate is proposed at the Tamworth Street Access which would be set back from the street by 5.5m. Pedestrian access to the application proposals would be retained at the main entrance to the College on Chichester Road South and students would access the proposed building via the internal existing pedestrian routes and the new routes created into the application site. Servicing of the College would be retained as existing via Chichester Road South.

It is proposed as part of the application to provide 96 no. cycle parking spaces in addition to the existing 56 no. spaces (152 spaces in total). This increase in cycle parking spaces within the College campus is supported. The site is well located to existing formal cycle routes that provide connections across the area to 20mph streets, segregated routes and roads with formal cycle provision.

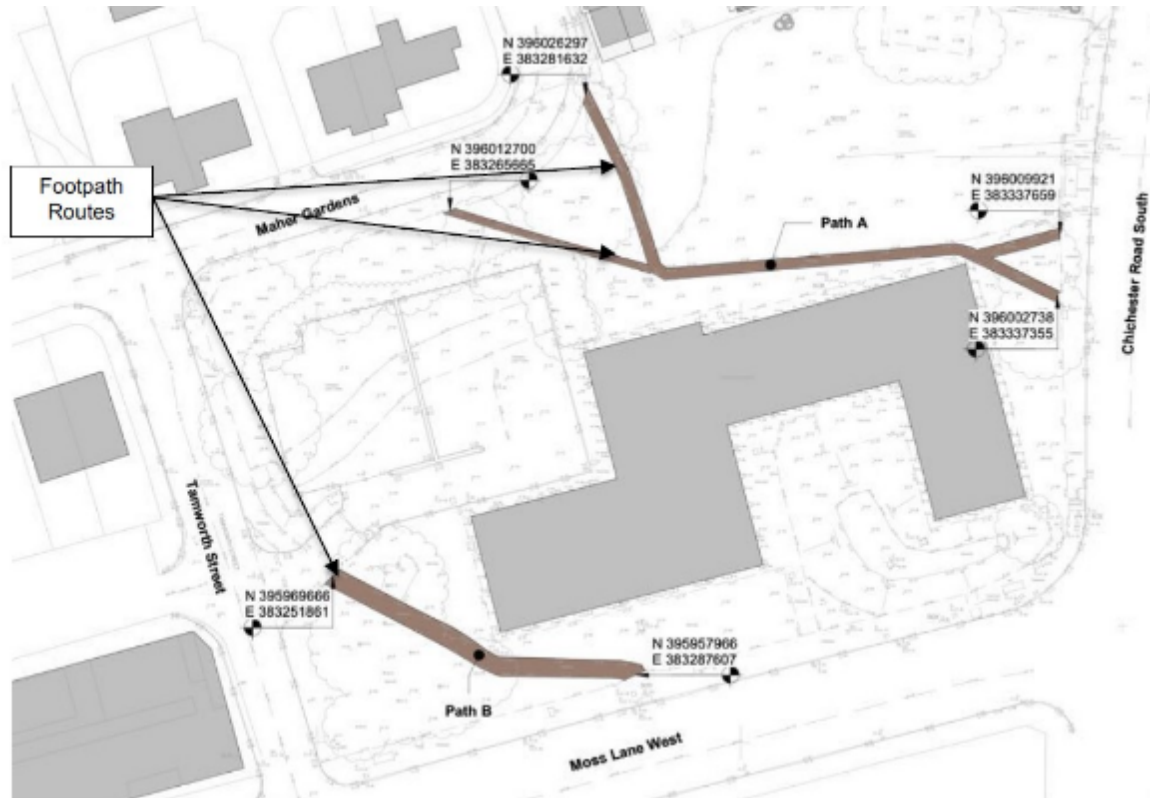
The application proposals would see the reconfiguration of the existing car parking area accessed via Chichester Road South which would be laid out with 13 no. spaces including 2 disabled parking spaces, the Tamworth Street car parking area would be retained to provide 32 no. spaces including 2 disabled parking spaces. The proposals would therefore result in a net increase of five spaces for use by the College with 20% of spaces indicated as being EV charging spaces.

The submitted Transport Statement has assessed the potential impacts on highway capacity and traffic movements to and from the development. This considers the proposed development and also reviews the baseline position of the use of the site as offices in its current form – the fallback position. The conclusion of that assessment is that the level of traffic generated would not be a significant change from the baseline, fall-back position of the use of the existing offices on the site.

The applicant has indicated within their submission that the College does not currently have a formal Travel Plan, it does offer and promote measures to support and encourage sustainable trip making to the site including: a Cycle to Work scheme for staff; and, students currently benefit from TfGM's free bus travel scheme 'Our Pass' this scheme is already promoted by the College to students. In addition to these active measures which would be incorporated into a formal Travel Plan the applicant has indicated that they are currently reviewing salary sacrifice scheme to assist the purchase of EV cars and the introduction of a car share scheme to encourage efficient management of parking areas at the site.

As students are not permitted to park at the College and that there are existing parking controls in the vicinity of the College the proposed level of car parking is considered to be acceptable together with other measures proposed including the production of a formal Travel Plan and increase in cycle parking facilities both of which are to be secured via an appropriately worded condition.

Footpath Closures - Two public rights of way are present on the site, these provide links between Moss Lane West and Tamworth Street and Chichester Road South and Maher Gardens (see plan below). It is indicated that whilst these routes do not appear on the Council's definitive footpaths list, due to continued use over 20 years, it has been determined that these footpaths are 'deemed dedicated'.



Existing Footpaths that traverse the site proposed to be closed are marked as brown routes (Path A and Path B)

As there is a need to provide a secured site for the College and particularly for safeguarding reasons it is proposed that these routes would be permanently closed following the completion of the development. The applicant has confirmed that a separate Section 257 application has been submitted to the Council as local Highways Authority to begin the process of stopping up these footpaths. This is a separate process subject to its own consultation, however consideration of the closure of these routes is also required as part of the planning application.

It is noted that there are alternative routes available to pedestrians via, lit and surfaced dedicated footpaths. These routes are generally well overlooked and open, providing attractive alternatives particularly to Path A which runs behind the existing Probation Centre building and forms an unattractive and unlit route. Path B effectively cuts the corner of the site through the cluster of trees in its south-western corner. It should be noted that there is currently no pedestrian footpath on the eastern side of Tamworth Street between its junction with Moss Lane West and to the north of the vehicular access into the site.



Access to Path 'A' from Chichester Road South , between the Probation Centre building to the left and boundary fencing of the College to the right.



Path 'A' as it passes between the Probation Centre building and boundary fence of Loreto



Access to Path 'A' from Maher Gardens between the rear of the Probation Centre building to the right and blue boundary fencing to the College to the left

The applicant is proposing to introduce an area of footpath on the eastern side of Tamworth Street which would provide a continuous route along this side of Tamworth Street connecting to Maher Gardens to the north. This would improve this alternative route for both Paths 'A' and 'B'. There is a requirement and need for the College to provide a secured site and in this instance, although it is acknowledged that this alternative route would be over a greater distance than the current Path 'A' route, it would be appropriately surfaced and would provide a route that would be subject of greater overlooking and natural surveillance and is not considered to be of significant inconvenience to pedestrian movements.

Ecology – The application is accompanied by a Preliminary Ecological Appraisal together with Bat Surveys of the buildings proposed to be demolished. These confirmed that no evidence of bats roosting was recorded and buildings to be demolished had negligible bat roosting potential, no other protected species have been recorded at the site.

The application site does not contain any notable habitats it being dominated with hardstanding areas, building and amenity grass areas. There are areas of tree planting with those of significance being located to the southwestern corner and northern edge of the site and which are being identified as being retained. In order to enhance biodiversity of the site it is recommended that bat and bird boxes are installed on trees to be retained at the site and that proposed trees to be planted as part of the landscaping scheme are of native species. These details are proposed to be covered by way of appropriately worded conditions.

Trees – Of the 29 individual trees on site the development would require the removal of 3no. trees, 2 of these are category B trees and 1 is a category C tree, these three trees are on the Chichester Road South frontage of the site, the applicant proposes to replace these trees on site within the overall landscaping scheme providing for 11 no. tree replacements. The existing mature trees along Tamworth Street/Maher Gardens are all be retained.

The trees to be removed due to their street frontage positions do form prominent features within the street scene, the removals are required as a result of the proposed positioning of the building to address the street and as a result of other constraints on the site most notably the culvert that crosses the site. The loss of these trees is regretted but the retention of other prominent trees on the sites south-western corner and northern boundary to Maher Gardens and Tamworth Street is welcomed. To mitigate the loss of these three trees the applicant has proposed a landscaping scheme that incorporates proposed trees, these are to be secured via an appropriately worded condition.



Chichester Road South frontage of the site showing the three trees proposed to be removed (two to the right of the photograph and one to the left of the single storey building)

Heritage – The application proposals are accompanied by a proportionate Heritage Statement that assesses the impacts of the proposals on nearby designated heritage assets in the form of the following listed buildings:

- Church of St Mary (Grade II*) and Boundary Wall to the Churchyard of the Church (Grade II)

- Chapel Building, Loreto College (Grade II)
- Moss Side People's Centre (Grade II)
- St Mary's House (Grade II)
- Mawlawi Kurdish Cultural Centre (Grade II)
- Queen's Brewery Court (Grade II)
- Playground Wall of St Mary's Junior School, on West, North and East sides (Grade II)

Whilst the proposals would be seen from a number of the above listed buildings and structures, views of the designated heritage assets are not considered to be restricted by the proposals and the historical and architectural significance of these would not be harmed. As such whilst the proposals would appear as an additional built form within the area and in the context of some views from, and of, the designated heritage assets it is considered that any harm arising would be less than substantial. In this instance the public benefit that would derive from the provision of additional educational facilities are considered to outweigh any harm to views of these designated heritage assets.

Crime – The application is supported by a Crime Impact Statement prepared by Greater Manchester Police. This confirms that the proposals are well located and do not present significant concerns from a crime prevention perspective, the loss of the current building which is attracting anti-social behaviour is welcomed. A number of recommendations are made in relation to standards of doors windows and CCTV system, it is considered appropriate to cover these matters via an appropriately worded condition that the building achieves secured by design accreditation.

Construction Management – Whilst the demolition and construction activities associated with the proposed development are not considered to give rise to unacceptable impacts, given the relationships to existing residential properties and the wider College buildings it is considered appropriate to attach a condition to any approval for the submission and approval of a construction management plan.

Conclusion – There is an identified need for additional further education spaces within Manchester to accommodate demographic growth in the post 16-year-old cohort. Loreto College is an 'outstanding' College providing high quality educational outcomes. The application proposals seek, to accommodate an increase in the student population at the College together with providing permanent classroom space to replace current temporary buildings. The proposed building is considered to be an appropriate design response in this location replacing a poor quality single storey building which has become an attractor of anti-social behaviour since becoming vacant. Appropriately worded conditions are proposed to amongst other things improve travel planning for staff and students accessing the College. In this instance the proposals are considered to be acceptable and are in accordance with adopted local and national planning policies.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation

and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation APPROVE

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance issues that have arisen during consideration of the application have been discussed with the applicant's agent and appropriately worded conditions are proposed.

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:
 LCNP-10A-V0-ZZ-DR-A-0700-L1 Proposed Ground Floor GA Plan; LCNP-10A-V0-ZZ- DR-A-0701-L1 Proposed First Floor GA Plan, LCNP-10A-V0-ZZ- DR-A-0702-L1 Proposed Second Floor GA Plan; LCNP-10A-V2-ZZ- DR-A-2400-L2 Proposed Roof Plan; LCNP-10A-V1-XX-DR-A-2520-L1 Elevations (1 of 3); LCNP-10A-V1-XX-DR-A-2521-L1 Elevations (2 of 3); LCNP-10A-V1-XX- DR-A-2522-L1 Elevations (3 of 3);

LCNP-10A-V1-XX- DR-A-2523-L1 Street Elevations; LCNP-10A-V2-XX-DR-A-2530-L1 Typical Bay Detail; LCNP-10A-V1-XX-DR-A-9009-L1 - Proposed site sections; LCPL-10A-V1-XX-DR-A-9011-L1 - Site Levels Plan; LCPL-10A-V1-XX-DR-A-9201-L1 Fence Elevations; LCP-10A-V1-XX-DR-A-2540-L1 Sample Panel Board; LCPL-10A-V1-00-DR-A-9004-L1 Proposed Landscaping, LCPL-10A-V0-XX-DR-A-0003-L1 Proposed Site Plan All as received by the City Council on the 12th May 2023

LCNP-10A-V1-00- DR-A-0702-L1 Proposed St Vincent's GA Ground Floor Plan; LCNP-10A-V1-XX-DR-A-2501- L1 Proposed Elevations both as received by the City Council on the 12th May 2023

Air Quality Assessment Reference 6456r1 dated 31st March 2023 prepared by Redmore Environmental; Crime Impact Statement Reference 2023/00210CIS/01 Version B dated 22.03.23; Design and Access Statement April 2023; Planning Noise Assessment reference P23-075-R01v1 prepared by Hepworth Acoustics; Acoustic Design Review reference P23-075-R02v1 prepared by Hepworth Acoustics; Arboricultural Method Statement, Tree Protection Plan reference TPP01 and Arboricultural Impact Assessment prepared by Arbtech dated 11th April 2023; Geo - Environmental Investigation and Assessment reference 10939G-WML-XX-ZZ-RP-G-002 April 2023 prepared by WML Consulting; Phase 1 Desk Study and Preliminary Geoenvironmental Assessment reference 10939G-WML-XX-ZZ-RP-G-0001 prepared by WML Consulting; Transport Statement reference 230425/SK222137/TS01(-01) All as received by the City Council on the 12th May 2023

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

3) Prior to the commencement of development on site including any demolition works on site a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed plan which shall include:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Compound locations;
- Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A community consultation plan
- Timescales for the completion and scope of a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- Site working hours

Reason - In the interests of residential amenity, highway and pedestrian safety pursuant to policy DM1 and DM2 of the Core Strategy.

4) a) Before the development hereby approved commences (excluding demolition works), 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.

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

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

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

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

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

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

6) Prior to the installation of any surface drainage works at the site details of a surface water drainage scheme prepared in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards shall be submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iii) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;
- (iv) Foul and surface water shall drain on separate systems;
- (v) A finalised drainage layout showing all components, outfalls, levels and connectivity;
- (vi) 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;
- (vii) 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 45% climate change in any part of a building;
- (viii) 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;

- ix) Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice;
- x) Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority. Consent applications can be arranged by contacting the Lead Local Flood Authority;
- xi) Hydraulic calculation of the proposed drainage system, including all parameters; and,
- xii) Construction details of flow control and SuDS elements.

The development shall be carried out in accordance with the agreed scheme prior to the first use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution details of which are required prior to the commencement of development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

7) 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:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements 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

8) The external elevations of the development hereby approved shall be carried out in accordance with the materials as set out on the 'Sample Board' drawing reference LCP-10A-V1-XX-DR-A-2540-L1 as received by the City Council as local planning authority on the 12th May 2023.

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

9) Notwithstanding the approved plans, within three months of the commencement of development a hard and soft landscaping scheme (incorporating the size, location and species of tree replacements) including the treatment of areas of car parking and details of the facing materials for the retaining walls, together with the timescale's for its implementation shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in accordance with the agreed timescale's. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

10) 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 local planning authority.

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

11) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

12) a) Before the first use of the hereby approved development an external lighting shall be designed and installed in accordance with a scheme submitted to and

approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

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

Reason - To safeguard the amenities of the occupiers of nearby properties pursuant to policy DM1 of the Core Strategy.

13) a) Prior to the first use of the development hereby approved, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

14) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the first use of the development hereby approved.

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

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

15) Within three months of the commencement of development, a scheme for electric vehicle charging points to serve the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures shall be installed prior to the first use of the development hereby approved and shall remain in situ whilst the use or development is in operation.

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.

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

- i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff and students during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

17) Prior to the first use of the development hereby approved the full details of secure, covered cycle parking facilities for the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be installed prior to the first use of the development and be retained thereafter whilst the development is in use.

Reason - To ensure that adequate provision is made for the parking of cycles on the site pursuant to policies T1, T2 and DM1 of the Core Strategy.

18) The approved car parking shall be laid out and demarcated ready for use in accordance with the timescale's for implementation agreed under condition number 9 of this decision. The car parking shall be subsequently retained for use of the occupiers of the development whilst it is in operation thereafter.

Reason - To ensure that there is an adequate level of car parking provided for the development pursuant to policies DM1, T1 and T2 of the Core Strategy.

19) 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.

20) Prior to the first use of the development hereby approved details including type and location of bat and bird boxes to be installed at the site shall be submitted to and approved by the City Council as local planning authority. The agreed details shall be installed prior to the first use of the development.

Reason – In the interests of biodiversity enhancement of the site pursuant to policy EN15 of the Core Strategy.

21) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason- To safeguard the amenities of the occupiers of nearby residential accommodation.

Local Government (Access to Information) Act 1985

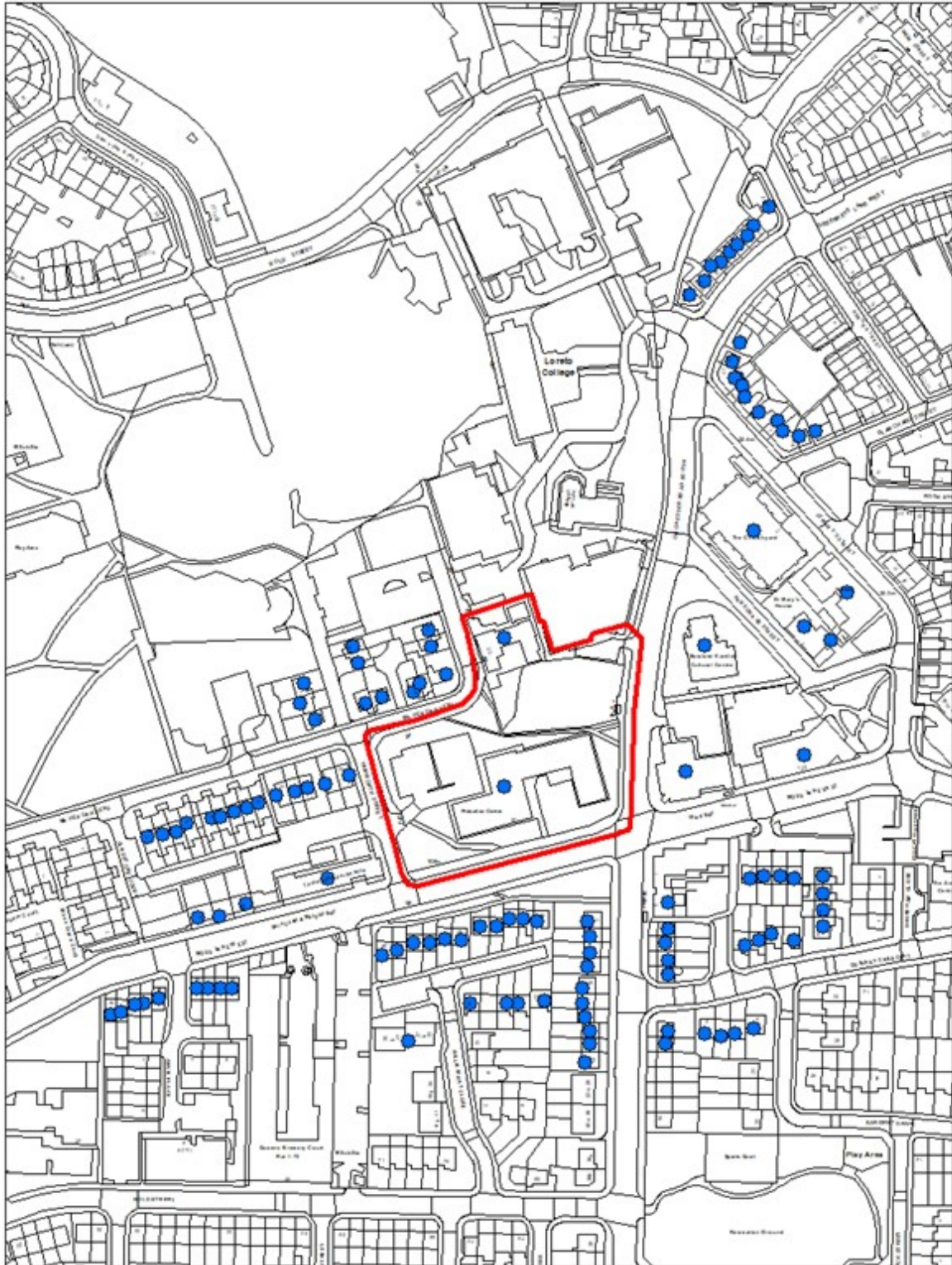
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 136963/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Planning Casework Unit
Trafford Council

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

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



Legend

 Site Location  Neighbours notified

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Application Number	Date of Appln	Committee Date	Ward
136791/FO/2023	21st Apr 2023	31st Aug 2023	Chorlton Ward

Proposal Erection of 2 no. 5 storey residential buildings comprising 50 no. dwellings (Class C3) with ancillary communal facilities; and, associated access, car parking, bin store, amenity space and landscaping, following the demolition of the existing building

Location Former Chorlton Leisure Centre, Manchester Road, Chorlton, Manchester, M21 9PQ

Applicant Mosscafe St.Vincents Housing Group Limited

Agent Mr Jordan Clark, Barton Willmore

Executive Summary

The application relates to the erection of a 5-storey residential development comprising 50 affordable apartments for the over 55s, following demolition of an existing vacant leisure centre.

Following notification of the application 9 representations have been received, including 3 objections, 2 in support and 4 neutral responses with comments.

Key Issues

- Impact to the character and appearance of the street-scene and the impact of the proposed demolition.
- Provision of affordable accommodation.
- Regeneration of a vacant, deteriorating site.
- District centre location.

Description

The application site relates to Chorlton Leisure Centre, a part single, part two storey, mainly flat roof building, situated on the eastern side of Manchester Road. The building has been vacant since the closure of the leisure centre in 2015. The facilities have since been replaced by new facilities at Hough End.

The building constructed in the 1920s is of an Art Deco style, constructed mainly of red brick, with ashlar detailing. The building is roughly symmetrical with a central entrance block and two wings extending either side. To the rear is a single storey, flat-roof extension. To the west is a later metal-clad extension containing two squash courts.

The building has undergone several unsensitive alterations over the years, including extensions, the blocking up of window openings, the removal of original glass roofs to the two wings, roof alterations, boundary treatment and an external access ramp to the front. The building is presently of a tired appearance and has been subject to vandalism and also understood to have been previously occupied by squatters.



View of the application site from the opposite side of Manchester Rd

The building is enclosed to the front by a low brick wall with stone coping. To the north (side) of the building is small, partially overgrown car park area enclosed by metal, weld mesh fencing with vehicular access onto Manchester Road.

The site is bounded to the north by Thirlmere Aqueduct and to the south by Unicorn supermarket and its associated car park.

To the east, the site is bordered by a Metrolink tram line, which due to site topography, lies at a lower level to the application site. Beyond the Metrolink line are residential dwellinghouses along Buckingham Road.

To the west, on the opposite side of Manchester Road are parades of three storey properties, with commercial ground floor frontages.

The facing side roads off Manchester Road, including Kensington Road and Cheltenham Road are residential in nature, comprising two storey dwellinghouses.

The site lies at the northern fringe of Chorlton district centre which underpins its mixed-use character. The area is busy in nature and consists of a number of retail, food and drink and other commercial uses, including those in the commercial parades directly opposite.

The Proposal

Planning permission is sought to demolish the existing vacant leisure centre building to facilitate the erection of 5 storey residential development comprising 50 apartments across two, five storey buildings with associated landscaping and 19 car parking spaces.

A private communal garden will be situated to the north of the site. A south facing courtyard would serve an outdoor meeting space and double up as a circulation route to and from apartments and the main entrance lobby.

The proposed apartments would form HAPPI housing (Housing our Ageing Population Panel for Innovation) operated by a registered social landlord (Mosscare St. Vincent) for the over 55 demographic.

Background of Applicant and Concept

The applicant is Mosscare St Vincent's Housing Group (MSV) - a registered social landlord who own and manage almost 9,000 properties in Greater Manchester, Lancashire and West Yorkshire.

MSV aspire to assist those struggling to find a decent home, the elderly, those on low incomes and those in need of specialist housing.

MSV have embraced HAPPI Living principles (Housing our Ageing Population Panel for Innovation) based on 10 key design criteria. Notably, good light, ventilation, room to move around, maximisation of daylight, care ready homes to adapt to emerging technologies, a layout which encourage interaction, social space, energy efficiency and good storage. The principles have particular relevance to older persons' housing which needs to both offer an attractive alternative to the family home and be able to adapt over time to meet changing needs.

Relevant Planning History

135209/AOH/2022

Installation of non-illuminated hoarding signs for a temporary period. *Approved 22 December 2022.*

076547/AOH/2005/S1

Installation of an externally illuminated 48 sheet advertisement hoarding. *Refused 6 September 2005.*

021353

City Council Development - Filling of one number swimming pool to form sports hall, replacement roof to sports hall, and alterations to changing areas to form additional toilets and shower. *Approved 25 April 1984.*

F02040/LA

Erection of 2-single storey buildings to form 3 squash courts at rear of public swimming baths. *Approved 5 February 1975.*

068949/FO/2003/S1

Retrospective erection of plant room in roof top sports centre. *Approved 21 December 2004.*

Land Interest

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

Consultations

Local Residents/Occupiers

9 representations have been received. 2 in support, 4 against, including an adjacent business and 3 neutral comments in which issues are raised. Principal comments are summarised below:

-Chorlton Voice welcome the redevelopment of this vacant site and support its use for affordable housing.

-It is pleasing to see high quality, affordable housing coming to Chorlton.

-The proposed housing type is much needed in the area and the appearance of the building is excellent.

-The derelict baths have been replaced and are no longer needed in the area.

-During demolition and construction concern is raised about the levels of noise and dust created which will affect the neighbouring store, causing additional expense, loss of business, as well as being detrimental to the working environment.

-The proposed works will affect the party wall with the neighbouring building affecting operations of the business.

-During demolition and construction, concerns are raised about damage to the culvert which runs close to the southern boundary and under the neighbouring site.

-Concern is raised that external plant relating to the neighbouring business may impact upon prospective residential occupiers in terms of noise.

-The proposed bin area is located adjacent to the neighbouring shop, with the potential for pollution, unpleasant odours, vermin and littering.

-It is believed that a 5 storey building represents a significant over-development of the site and will be a detriment to the area.

-The design is uninspiring and generic, having little architectural finesse, no recognisable sense of place, while being at the northern gateway to Chorlton centre
 -The front of this building could be improved to maintain the historical significance of the building. If it a necessity to demolish the building, the façade could be retained.

-Insufficient off-road parking is proposed.

-It is questioned whether adjacent roads will be issued with parking permits.

A low-car/no-car development with active travel is supported. However, there are concerns that the car management plan is not robust and will lead to cars, either from residents or visitors, being parked on-street. The developer should proactively manage/restrict car ownership for future residents.

-It is surprising that only 5 car parking spaces are equipped with EV charging.

-In terms of energy efficiency, it is concerning that electric panel radiators are being used for space heating. Heat pumps would be around 3 times as efficient. It is also surprising that no solar PV or batteries are planned, both of which would cut heating costs and reduce carbon emissions for residents.

-The lack of communal space that will be available to the public after this takes place is concerning. Public money should be spent on the refurbishment of the leisure centre.

-This is broadly a good scheme, but the proposed building is not distinctive or high quality enough in appearance. There is no reference to design cues in the local area and looks like it could be anywhere, whereas the former baths building it is replacing had a distinctive presence.

-It is not clear if the recommendation of the Crime Impact Statement have been incorporated into the scheme.

-Unless stepped back from the front of the road, the building will be imposing and dominate the frontage. It's a shame the original facade cannot be incorporated into the design.

-There are too many floors to promote the continued Independence if people want a home for life. It would be better for the over 55's if there were two floors maximum, then most would be encouraged to use the stairs.

-20 parking spaces should be enough, but it's very unrealistic to think people will be cycling around for their shopping.

-It's a shame this isn't a mixed age group development.

-There does not seem to be sufficient green / outdoor space for so many people.

Greater Manchester Archaeology Advisory Service (GMAAS)

The submitted assessment concludes that the application site has little potential to contain any archaeological remains that predate the construction of the Chorlton Public Baths in the 1920s. GMAAS agrees with this conclusion, but recommends that, prior to any demolition or soft-strip, a programme of historic building investigation commensurate with a Historic England Level 3 survey should be carried out of the former public baths.

The historic building investigation should aim to provide a detailed survey record of the exterior and interior of the public baths, including any evidence for the steam-raising plant and calorification system. Where it is recognised that significant historic fabric that is presently concealed could be exposed during development works, the building recording should allow for a watching brief to be maintained during any soft-strip, demolition and / or ground-breaking works required to deliver the proposed scheme. This programme of work should be secured through a planning condition, the wording of which is suggested.

Historic England

Historic England had received an application to assess the former Chorlton Baths, Manchester for listing

Following an assessment, it is the view of Historic England that Chorlton Baths does not merit listing for the following principal reasons:

-The building is typical for its date, demonstrating limited architectural interest or innovation in a national context.

-Later alterations have significantly diminished the integrity of the swimming pool complex as an example of its type and period.

Highways Services

No objection following the submission of additional information.

The level of car parking provision and scooter provision has been justified by the applicant and is supported.

Highways consider that the proposed form of access is appropriate with suitable radii and tactile paving proposed. The amended boundary treatment and pedestrian inter-visibility splays are acceptable.

Dialogue should be continued with the developer regarding Chorlton Cycle Way in terms of access into the site in order to ensure works are not abortive for either party.

It is recommended that conditions are attached to any approval for the submission and approval of: construction management plan, travel plan, electric vehicle charging points

Environmental Health

No objection. Conditions are advised in relation to construction management, external lighting, acoustic insulation, external plant equipment, air quality, EV charging, ground conditions and adherence to the submitted waste management strategy.

Transport for Greater Manchester (TfGM)

Metrolink runs in a cutting adjacent to the site and it is important that the shallow cutting slope, the retaining structures and the trees between the property boundary and the tramway are not de-stabilized by the works on the site or by changes to the drainage in the vicinity.

A Metrolink specific Construction Management Plan will be required and a number of Conditions are proposed to ensure that the Metrolink infrastructure is adequately protected and not adversely impacted by the works

It is noted that an acoustic report has been submitted and that an acoustic barrier is proposed along the Metrolink boundary which is welcomed. The methodology for the erection of this on the Metrolink boundary needs to be included in the Metrolink specific Construction Management Plan to be agreed with Metrolink. In addition to this, a suitable vehicle restraint barrier is provided along the car park boundary to prevent vehicles breaching the boundary and entering the tramway.

The Method Statement provided by the Tree Management consultant includes a plan showing the root protection of trees, some of which are within Metrolink land, with the most significant tree within Metrolink land being T12, an oak, that extends extensively into the site and is proposed to have its crown lifted. Measures should be revised to ensure this tree is adequately protected.

MCC Arboriculture

The development does not require the removal of any high value trees and as such, there is no objection from an arboricultural perspective.

Some of the trees fronting the property will need to be pruned back from the development to allow clearance for the work to commence. There is no objection to this work, as long as the work is carried out in accordance with BS:3998.

The proposed mitigation planting proposal is suitable for this location.

Greater Manchester Ecology Unit (GMEU)

The information submitted includes an Ecological Survey and Assessment undertaken by an experienced ecological consultant.

The surveys found no evidence of roosting bats in the building to be demolished.

The vegetation and building are identified as being suitable for use by nesting birds. Any clearance or demolition should therefore avoid the main bird breeding season.

In addition a number of precautionary measures have been recommended for other species such as hedgehogs. GMEU advise that these are covered by way of appropriately worded conditions.

The ecology survey makes recommendations for biodiversity enhancements at the site in line with the requirements of the National Planning Policy Framework. To ensure such measure are included in the scheme an appropriately worded condition is recommended to be attached to any permission.

Flood Risk Management

Conditions are requested which require the submission and approval of a detailed surface water drainage scheme and for its future maintenance.

United Utilities

Conditions are advised in terms of the needs for a surface water drainage scheme and its future management/maintenance.

Advice is also provided in terms of the property, assets and infrastructure belonging to United Utilities.

Greater Manchester Police (Design for Security)

The redevelopment of the site is welcomed. It is considered that a residential scheme is appropriate. Various security enhancement measures are recommended.

A condition is requested which requires the development to achieve 'Secured by Design' accreditation.

Consultation & Publicity

The proposal by virtue of the number of units created within the development, has been classified as a small-scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development and a site notice has been displayed at the application site.

EIA

A screening opinion has been provided by the City Council.

The proposal type is listed in Class 10 'Infrastructure Projects' subsection 10(b) 'Urban Development Projects' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and involves demolition.

Following an assessment, it has been concluded that an Environmental Impact Assessment would not be required for the development proposed.

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'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 also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;

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

Policy H6 (South Manchester) - South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

The policy provides an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and 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. In the latter case, such circumstances could include:

- There is a very high level of affordable housing in the immediate area;
- There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
- Affordable housing would be prejudicial to the diversification of the existing housing mix.
- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the city;

-The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;

-There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

Policy C2 (District Centres) - Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.

The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres.

Subject to impact on overall character and local amenity, the Council will support development which extends the time during which District Centres are active; promote the development of employment which provides opportunities for local people; promote the efficient use of land, particularly through considering options for multi-storey development.

New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;

Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;

Promote choice and competition particularly where development will support the independent sector;

Remedy deficiencies in areas with poor access to facilities;

New development should respect and enhance the character of existing centres;

New development should deliver improvements to the quality and accessibility of the centre environment.

Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Policy EN3 (Heritage) – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The Guide to Development in Manchester (SPD)

This document contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

South Manchester Regeneration Framework

South Manchester is identified as an area with a rich and diverse group of neighbourhoods, with a wide range of issues and needs. Some areas are already successful, so the SRF is needed to help continue and build on this success. Other areas, in contrast, have particular issues that the SRF will help to tackle, such as poor housing and high levels of deprivation and worklessness.

The opportunity for the SRF is to build on and improve its assets – the distinctive, successful neighbourhoods and centres, the high quality parks and the strong heritage and character of South Manchester – and use these as a model to drive

forward the future of the area. These qualities should be applied across south Manchester to raise the quality of the built environment and expand the number of successful neighbourhoods.

The SRF identifies a key issue for the area as providing a wider choice of housing to attract and retain residents. The SRF states future housing developments need to focus on providing high-quality family accommodation. It identifies that high-quality sustainable new housing developments should meet the housing needs of the existing and future population of South Manchester.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

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.

The Greater Manchester Strategic Housing Market Assessment (SHMA) (April 2021)

This document forms part of the evidence base for PfE and provides the most up-to-date published evidence with regard to housing needs across Greater Manchester.

In terms of affordable housing, the SHMA identifies a net annual affordable housing need of 1,810 dwelling in Manchester.

Regarding homes for older persons, it is referenced that for the period 2016 to 2036 the population for all age groups over the age of 55 is projected to significantly increase across Greater Manchester with 65-74 age group increasing by 28%, 75-84 by 44% and the eldest group of over 85 expected to increase by 79%.

Table 6.2 of the SHMA sets out the percentage of one-person households in Manchester by age band. The table demonstrates that, on average, approximately half of the over 55's population in Manchester live alone. However, new one bedroom properties tend to be marketed towards young professionals within the private rented sector. As such, older people in Manchester are occupying larger homes due a lack of a suitable supply.

Places for Everyone Greater Manchester Joint Development Plan (Draft August 2021)

The draft version of the Places for Everyone Joint Development Plan was published in August 2021 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. As this plan is at an advanced stage it would now be considered as a material consideration for planning applications.

Manchester Climate Change Framework 2020 - 2025

The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Sections 4, 5, 11, 12 and 16 are considered relevant to the consideration of this application.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

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.
-

Issues

Principle

The principle of the proposed development is considered acceptable and would comply with relevant planning policies and guidance.

The proposed development would make efficient use of a previously developed site to provide much needed, affordable residential accommodation in the Chorlton area, for an identified, older demographic

The existing leisure centre building is no longer fit for modern standards and its reuse has since been re-provided elsewhere. The building has been vacant since 2015 and no viable proposition for its reoccupation has emerged during this period of vacancy.

The proposed development is situated within a highly sustainable location close and within walking distance to all necessary local amenities associated with a large district centre and within easy access by public transport to the city centre, airport and beyond.

The scheme is of a high-quality design and would deliver significant economic, social and environmental benefits including affordable accommodation, job creation, spending in the local economy and provide a catalyst for further regeneration in the area, whilst upgrading the appearance of key gateways to the northern bounds of Chorlton district centre.

Specific planning issues are set out below.

Redevelopment of the Site and Contribution to Regeneration

The proposal would redevelop a vacant, derelict brownfield site which occupies a prominent position at the gateway to the northern end of Chorlton district centre.

The loss of the existing building would support a viable redevelopment to provide high quality, much needed affordable provision to Chorlton. It is considered that any perceived harm is outweighed by bringing the site back into effective use to the benefit of the area, including through diversification of housing choice, job creation and benefits to the local economy via increased expenditure at local businesses.

On balance, the proposal would have a positive and beneficial effect to the area. It has been sympathetically designed and would enhance the character and appearance of the area, whilst acting as a catalyst for further regeneration in the area.

There is a strong link between economic growth, regeneration and the provision of a range of residential accommodation and it is believed that the proposed development would fulfil that objective without any material harm to the character and function of the area.

Demolition of existing building and impact to Heritage

The existing building was constructed in the 1920s is of an Art Deco style. It has been vacant since 2015 and little interest is understood to have been made in the intervening period since its last use, to either re-use or restore the building.

The application site is not located within a designated conservation area and the existing building is not listed. There are no listed buildings situated nearby which would be affected, as a result of any impact to their setting.

Whilst an application was received by Heritage England to 'list' the building, the application was rejected based on the building not meriting listed status. The building

is considered to be typical for its date, demonstrates limited architectural interest or innovation in a national context and later alterations have significantly diminished the integrity of the building as an example of its type and period.

However, in acknowledgement of the building possessing characteristics consistent with that of a non-designated heritage asset, it is necessary to consider the impact upon the character and appearance of the area as a consequence of the proposed demolition and the overall impact to heritage.

Policies EN3 and DC18.1 of the Core Strategy, along with Section 16 of the NPPF, underline the need for due consideration to be given to the impact of new developments on heritage assets.

Paragraph 194 of the NPPF states that:

'In determining applications local planning authorities should require an applicant to describe the significance of any heritage assets affected, the level of detail should be proportionate to the asset's importance'.

Paragraph 197 states: *'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'.*

Paragraph 202 advises that:

'Where a development proposal will lead to less than substantial harm to the significance of designated heritage asset, this harm should be weighed against the public benefits of the proposal, including where appropriate, securing its optimum viable use'

Paragraph 203 states further that proposal should consider:

'The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage assets'.

In this case, the application is supported by a Heritage Assessment which acknowledges that the building possesses a degree of illustrative and associative historical, architectural, aesthetic and communal value.

Whilst the façade is the outward-facing feature which possesses a higher degree of architectural and aesthetic value than the rest of the building, the degradation of both

the interior and later alterations to the building have resulted in the building being considered of low heritage significance.

The proposed redevelopment of the site would result in slight harm when assessed against recognised criteria and methodology.

Options for both the retention of the existing building and/or its principal façade have previously been explored, none of which are considered suitable or viable.

The conversion of the building for residential purposes would present significant challenges in reconciling the needs of residential accommodation, such as level access, circulation space and natural light. Retention of the facade would not be practical due to level access requirements.

The existing finished floor level of the existing building is approximately 1.2 metres higher than the street level, partly due to the swimming pool. The existing building facade and access has been adjusted to suit, notably by the existing access ramp and steps. Retaining the facade would prohibit level access thresholds suitable for later living on ground floor units. The facade would not align with the floorplate height typically associated with residential apartments.

Further, the proposed development is 5 storeys, whereas the existing front facade is 2 storeys. The existing building would not therefore lend itself to a sympathetic or viable development, or one that would maximise HAPPI principles.

The existing building also present difficulties in bringing the building up to modern standards in terms of structural integrity, thermal, acoustic and fire performance. Combined, it is considered that these issues would be cost prohibitive to address, significantly affecting the viability of a residential development.

It is considered the proposed demolition is necessary to facilitate the overall comprehensive redevelopment of the entire site and to regenerate a key, gateway site at the edge of Chorlton district centre. The slight impact resulting from the loss of the asset is outweighed by the public benefits that would be delivered.

The loss of the building to facilitate redevelopment would offer public benefits by leading to environmental improvements, meet housing growth aspirations for the area, provide affordable residential accommodation, lead to increased vibrancy in the area, uplift the appearance of a derelict site and create direct and indirect employment through the construction of the proposed replacement building. The proposed development would also incorporate a community space, bookable by the local groups, beneficial to the local community.

The building is highly unlikely to revert to its original use and no realistic, viable, reuse or alternative use of the building is likely to be found in the short to medium term. Redevelopment of the site for residential purposes therefore represents the most viable option and as outlined, would deliver substantial regenerative benefits whilst contributing to affordable housing provision.

Archaeology

The submitted assessment concludes that the application site has little potential to contain any archaeological remains that predate the construction of the Chorlton Public Baths.

The conclusions and recommendations of the submitted assessment, are accepted but it is recommended that prior to any demolition or soft-strip of the existing building, a programme of historic building investigation commensurate with a Historic England Level 3 survey should be carried out.

An appropriation condition is recommended and included which will secure the implementation of a programme of archaeological works to be monitored.

Loss of Leisure Centre

The leisure centre closed in 2015 because the building became too expensive to maintain and was replaced by a new, modern facility at Hough End Leisure Centre.

As the site has not functioned as a leisure centre or had any other active community use since it became vacant, it would have no significant impact upon the day to day needs of the local community.

It is understood that the former leisure centre was designated as an Asset of Community Value following its closure, although this designation has since expired.

To ensure that any future redevelopment reinstates a civic use that benefits the community, the proposed development includes a bookable community space with access to the onsite communal garden. This will provide a useful asset that would serve as a local hub for a range of local community groups. On this basis, it is considered that the loss of the leisure centre building would not have a materially harmful impact to the needs of the local community.

Site Layout

The proposed design of the layout has been influenced by the 'HAPPI' Living principles, with the buildings laid out to generate dual aspect apartments with external deck walkways on the upper floors to maximise natural daylight into apartments and to encourage social interaction between residents.

The proposed development comprises two blocks of accommodation. The block to the front of site (Block A) runs parallel with Manchester Road to continue the main building line, with the block to the rear of the site (Block B) skewed to respond to the elongated shape of the site.



Proposed site layout showing the two blocks of proposed accommodation

Both blocks splay out to form a south facing courtyard space which also forms the main entrance into the heart of the site. Residents would pass through a dedicated lobby with stairs to the courtyard where there will be an external grade lift to all floors.

Decked access is provided to rear. The external deck walkways act as a circulation route between apartments and the lift and stair lobby. It is envisaged that most of the deck walkways would be private areas looking onto the south-facing courtyard or resident's garden.



Proposed courtyard view showing decked access arrangement

To the south of Block A, 3 step-down 'neighbourhood units' are proposed, with an adjoining drop off/pick up zone. These units would be used by the Council's social care team to provide local people leaving hospital, who are temporarily unable to return home, a place to stay. A community Space would be located to the north of Block A, with a separate dedicated entrance. This space would be glazed to be visible from Manchester Road and to allow more natural light to a resident's garden area.

The external area of the site would be interspersed with high quality landscaping, with existing mature trees on Manchester Road retained.

Block B contains a resident's lounge which would link to a resident's garden. Two fully accessible apartments would also be located in Block B, adjacent to two accessible bays.

To the southern side of the site, a new car park is proposed, incorporating 19 off-road spaces. The proposed car park would offer improved access and greater visibility onto Manchester than that of the existing car park and would also serve as a buffer between the proposed development and the neighbouring grocery store.

Internally, all apartments are proposed to be lobbied to allow improved acoustic and thermal performance. A large open plan kitchen, dining and living space is proposed, with all apartments exceeding internal space standards. All apartments would have an external balcony for use as private amenity space.

On balance, given the district centre location, it is considered that the proposed layout provides a satisfactory balance between the density of built form, off road car parking and amenity space/soft landscaping.

The arrangement maximises the development potential of the site to provide a high quality, semi-communal environment, without compromising the character and appearance of the area, or the setting or of adjoining buildings.

Design, Scale and Appearance

The proposed development comprises 2 x 5 storey, rectangular shaped urban blocks. 1 block fronting Manchester Road and the other situated behind to the rear.

Whilst it is acknowledged the scale exceeds the general height of other buildings in the surrounding area, it is considered that given the location of the site, an increased scale can be satisfactorily accommodated without any material harm.

Manchester Road comprises differing building heights, including the dominant, part single, part two storey, former leisure centre building proposed to be demolished, gabled, three storey terraced properties to the opposite side of Manchester Road and a large, 4-storey residential development to the south, between the two storey Unicorn grocery store and single storey Tesco/Esso petrol filling station.

The application site is situated at the northern boundary of the district centre and is neighboured by The Thirlmere Aqueduct pipeline and associated easement to the

north, beyond which is a road bridge over the adjoining Metrolink line which flanks the site to the north and east. Further to the east, beyond the Metrolink line are the rear of properties situated along Buckingham Road, situated approximately 65 metres away and which are screened by dense line of existing trees.



Visual image when looking northwards along Manchester Road

Given the relationship with neighbouring properties and infrastructure, the varied roofscape and the gateway position of the site into Chorlton district centre, it is considered that the proposed 5 storey scale can be sustained in this location and would assimilate into the local context without any materially harmful impact.



Visual image when looking southwards along Manchester Road

The proposed building would form an effective transition between the more suburban, lower scale residential properties outside of the district centre and the higher density/scale of the district centre.

In terms of appearance, the proposed building adopts a traditional approach using a selection of high-quality materials to present a contemporary look. Horizontal brick banding serves to break up the overall massing with the use of a dark contrast brick at ground floor to separate the ground floor space, along with a vertical aperture of glazing to divide the Manchester Road frontage. A green wall is proposed on the ground floor façade fronting Manchester Road.

In order to soften the mass of the building a light, buff brickwork and bronze anodised or PPC aluminium is proposed. It is intended that the window frame and balcony colour would be the same colour in order to unify and maintain the consistency of the proposed blocks. The exact specification of materials would be determined by way of an attached planning condition.

Elevationally, the blocks harness a symmetrical approach, with balconies centrally located each side of recessed glazing to the lobby stair. The balconies to the 2 bedroom end units to the upper floors are located on the side elevations of the proposed building, rather than main frontage.



It is considered that on balance, the appearance of the proposed development would result in a cohesive, high-quality design which maintains the character of the street-scene and would assimilate effectively and sympathetically into its surroundings.

Density/Balance of Accommodation

The proposed residential accommodation consists of 50 apartments, comprising 40 apartments for affordable rent, 7 apartments for shared ownership and 3 'neighbourhood apartments' for short-term use by patients discharged from hospital and receiving a community care package.

The 50 apartments are split into 32 x 1 bedroom (1 bedroom 2 person) and 18 x 2 bedroom (2 bedroom 3 person) units.

2 apartments would be Part M, Category 3 Wheelchair accessible apartments, located on the ground floor, adjacent to wheelchair accessible parking bays.

Residential Amenity

Given the mixture of uses locally, the district centre location of the site, its former use as a busy leisure centre and the busy nature of the surroundings, the introduction of residential use for the number of units proposed is unlikely to have any significant, detrimental impact to the nearest residential occupiers in terms of levels of activity, noise or disturbance.

The site is situated adjacent to a main arterial route and a functioning Metrolink line and in an area with a high degree of activity and background noise associated with commercial uses - including that of late-night drinking establishments opposite.

Due to its relationship with neighbouring buildings, there are no residential properties that would be unduly impacted in terms of the physical presence of the building in terms of overlooking, over-dominance or overshadowing.

The proposal provides sufficient spacing between neighbouring buildings to maintain a reasonable interface distance between the proposed elements and that of the existing buildings. It is not therefore considered that the distance between habitable windows would give rise to harmful overlooking or any subsequent loss of privacy.

Beyond the tram line to the east (rear) of the application site are the rear facing elevations of residential properties along Buckingham Road. The nearest property is located approximately 42 metres to the rear garden fence line and 65 metres to the rear of the property itself. Given the separation distance involved, it is not considered that the distance between habitable windows would give rise to any harmful overlooking or any subsequent loss of privacy.

For the properties closest to the application site, located opposite within flats at 95-129 Manchester Road, it is similarly not considered that the relationship between buildings would result in any harmful overlooking or loss of privacy.

In terms of any potential overshadowing to these properties, the application is accompanied by a Daylight and Sunlight assessment. The study uses the industry standard methodology as prescribed by the Building Research Establishment (BRE) and British Standard guidance.

The assessment indicates that the impact to all of the potentially affected windows is minimal and fully accords with the relevant BRE criteria and comfortably achieves the relevant, recommended standards and that the daylight and sunlight levels for existing occupiers would not be adversely affected.

Whilst the impact to the amenity of existing occupiers is believed to be acceptable, it is also necessary to take account of prospective occupiers, particularly due to the location of the site immediately adjacent to a Metrolink line and its district centre location.

A Noise and Vibration Assessment has been submitted as part of the planning application which indicates that with appropriate mitigation, the impact to future occupiers would not be detrimental in terms of noise and disturbance.

In term of vibration, the proposed apartment building would be set back from the site boundary, reducing the vibration dose value and bringing the apartments into the low probability zone. The assessment recommends further that if both the proposed ground and first floors are constructed on concrete slabs to reduce vibration levels, the impact would be satisfactory.

With reference to noise, an acoustic boundary treatment together with a brick boundary wall to Manchester Road is proposed to the resident's garden to the north of the site to reduce external noise to this area. This is considered a suitable response to reduce noise to this external area given the wider nature and busy nature of this part of the district centre.

For internal noise, the use of a 4 MVHR specification ventilation system for the apartments facing Manchester Road and the tram line would allow for enhanced levels of ventilation without the need to open windows in order to achieve comfortable internal noise conditions.

Noise mitigation would also involve, appropriate glazing types on the Manchester Road and tram line elevations to achieve appropriate noise levels, with internal facing elevations to include thermal double glazing to achieve ambient noise level targets. Sound insulation for external walls and the roof is proposed to comply with required noise targets.

Provided these mitigation measures are implemented, the proposed development would not give rise to any significant or demonstrable harm to future living conditions amenity impact in terms of noise or vibration and therefore the impact to amenity of occupiers can be satisfactorily sustained. An appropriate condition has been included.

Impact to the Highway

The application site is located within a highly sustainable location within Chorlton district centre and offers opportunities for future residents to access local amenities and services by non-car modes of travel, with a range of shops and services on the doorstep.

A Transport Statement has been prepared in respect of the application which assesses trip generation, parking demand and highway safety, whilst acknowledging the highly sustainable location of the application site and how the site is accessibly located within close proximity to a range of transport modes.

In terms trip generation, the traffic assessment undertaken shows that the proposal would result in an insignificant level of trips during peak hours and these would be lesser than the former leisure centre use. It also shows that there are no accident hotspots to the site frontage.

The proposed development includes 19 no. car parking spaces for the 50 apartments, including 2 disabled parking spaces. This equates to a ratio of 0.38 spaces per dwelling. The spaces are supported by an area dedicated for 10 scooter spaces and 50 secure (double stacked) cycle rack spaces. 5 EV charging points would be provided within the car park, and charging infrastructure installed for the remaining spaces for future connections. A car club space is also situated nearby and the development would operate a Travel Plan to encourage travel by non-car modes. An appropriate condition is proposed to deal with this matter.

It is considered that the lower level of off-road parking provision is appropriate in this location. The ratio can be justified by the highly sustainable, district centre location of the site and based on research and studies of similar developments in highly sustainable locations, which indicate that a lower level of off-road parking provision is unlikely to be harmful.

Vehicular access into the site would be provided towards the southern end of the plot via Manchester Road. This would replace the existing access to the northern part of the site which presently endures poor visibility due to being on a bend and at the crest of a hill. Tactile paving and dropped kerbs are proposed either side of the new access to provide safe access for all users.

In terms of servicing, the proposed development includes a refuse store within the area within the car park to the southern part of the site. All refuse collection will take place on site and refuse collectors will have access to a fob to gain entry to the site and store. A turning head is provided within the car park to allow vehicles to safely access and egress the site in a forward gear.

In light of the above, based on the car free travel options and the assessment of the highway undertaken, the impact upon the operation of the highway and to highway safety is considered satisfactory.

Accessibility

The proposed development incorporates measures to aid ease of access for all and is designed to provide accessible units to achieve compliance with Part M of the Building Regulations, including the provision of level access provision and accessible parking. The units themselves are of a good size and offer satisfactory circulation space.

The proposed lift core is located centrally adjacent to the communal garden and courtyard areas to provide ease of access between the upper floors and communal areas. All apartments are capable of adaptation for wheelchair users.

Impact to Metrolink

The application site is situated adjacent an operational Metrolink line which lies at a lower topography to the eastern boundary of the site and separated by dense vegetation.

It is not believed that the proposed development would pose any harmful effects to the operation of the line and Metrolink have confirmed that they have no objection in principle to the proposal, subject to conditions which protect their infrastructure and promote safety. Relevant conditions have been included in relation to the need for an asset protection agreement, a construction management plan, a vehicle restraint barrier, methodology for the construction of the acoustic fence and drainage.

Waste Management

The application has been accompanied by a waste management strategy which indicates that an appropriate number of receptacles and recycling arrangements would be provided, together with details of on-site management and collection.

External to the buildings would be a secure bin store situated to the south of the building, accessible by residents and refuse collectors with a fob. The bin store whilst located adjacent to the site's boundary with a neighbouring business is considered to be an acceptable location, the store is enclosed and of robust design.

All refuse collection will take place on-site via a proposed turning head to allow refuse vehicles to safely enter and leave the site in forward gear. Environmental Health and Highways have confirmed that the proposed arrangement is satisfactory.

A condition to ensure the submitted strategy is adhered is included.

Landscaping and Trees

Landscaping is integral to the overall design in order to provide a visually aesthetic setting for residents and to align with embodied HAPPI principles. As a result, a robust landscaping strategy forms part of the proposal and represents a significant uplift in planting and greenery than is presently the case.

Elements of the strategy include a private, communal garden to the northern part of the site, with a growing area containing herb and fruit tree planting and raised beds, a south facing courtyard space with landscaping and seating space and an enhanced streetscape with perimeter planting to the building frontage, along with a green wall on the ground floor adjacent to the community space. Planter beds will further soften the frontage.

The Manchester Road frontage contains several mature street trees which are to be retained. With the exception of 1 Sycamore tree and a small group of Cypress trees to the south-western corner of the site proposed to be removed in order to facilitate access to the car park, the majority of mature trees around the site itself are to be retained subject to crown reduction and raising. The City Council's Arboriculturalist has undertaken an assessment of the tree works and considers that no high value trees would be lost. The trees proposed to be lost would be replaced by 40 new trees of a variety of sizes and species, including 7 to be planted in the courtyard and adjacent to the vehicle gate entrance. This mitigation planting is considered appropriate.

It is believed that the resultant landscaping proposal would serve to benefit the character and appearance of the site and enhance the experience for prospective occupiers.

Boundary Treatment

1.2 to 1.5 metre high brick walls are proposed to provide a secure edge to the Manchester Road frontage, along with brick planters in order to provide separation between the public and private realms.

A 2.4 metre high timber, acoustic fence is proposed along the boundary with Metrolink to provide both security and noise abatement.

It is believed the boundary treatment offers an acceptable balance between security, visibility, the safeguarding of living conditions and visual amenity.

Ecology and Bio-diversity

The site largely comprises built form and hardstanding. The site does not have any nature conservation designations.

The application is accompanied by an Ecological Survey and Assessment and supplemented by an updated survey to assess the potential impact to bats as a consequence of the proposed demolition.

The survey found no evidence of roosting bats. However, as bats are highly mobile creatures, a relevant 'Informative' is advised to remind the applicant of their responsibilities under Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 and the cessation of works should any bats be encountered during works. Similarly, any clearance or demolition should avoid the main bird breeding season and precautionary measures are recommended for other species such as hedgehogs.

Japanese knotweed has been found at the site and, therefore, to ensure that it is eradicated, an invasive non-native species protocol is required. An appropriate condition has been included.

The submitted Ecological Survey makes recommendations for biodiversity enhancements at the site in line with the requirements of the NPPF. A condition is included which requires bio-diversity enhancement as part of the proposal, as per the submitted landscaping and ecological strategies which detail the soft landscaping proposal and for bat and bird bricks to be integrated into development.

This represents a significant improvement over existing conditions and would result in bio-diversity net gain and ecological improvements at the site and the local area.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

The application has been accompanied by an Environmental Standards Statement which sets out how the proposed scheme complies with the energy efficiency requirements and carbon dioxide emission reduction targets prescribed within the development plan and how the proposal would exceed the national standards set out in Part L1A of the Building Regulations.

Proposed measures include enhanced building fabric, enhanced air tightness and thermal bridging, efficient mechanical ventilation system with heat recovery, efficient lighting by provided primarily by CFL or LED type fittings, heating by electric panel heaters and hot water provided by air source heat pumps.

The proposed development would result in a 64% carbon emissions improvement and a 33% primary energy improvement over Building Regulations Part L1 2021. The overall improvement of this proposal is, therefore, well in excess of the 2010 standards that policy EN6 of the Core Strategy is based upon that requests a 15% betterment over.

A condition has been included which would require the submission and agreement of a Verification Report to ensure the measures outlined within the Environmental Statement are incorporated within the development design.

Climate Change

As the proposal would result in a modest number of additional residential units within the context of a mixed-use environment and will also result in the removal of a former leisure centre use, the impact upon climate change is considered negligible and likely to be lesser than if a leisure use was reintroduced.

The site adjoins an operational Metrolink line and is located close to a busy, main arterial route and transport corridor within a busy district centre environment. It is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change, as a consequence of vehicular movements or ongoing activity.

The application site is situated within a highly sustainable location, within a mixed-use neighbourhood with nearby access to a range of shops, amenities, and transport services, including a bus stop serving the city centre opposite the site.

The proposed development would result in an appropriate density for this location and given the surrounding context, the impact upon climate change is considered less than significant.

The site is located close to a busy, main arterial route and transport corridor, and it is therefore unlikely that there would be any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity. Due to the low number of anticipated vehicle trips associated with the

proposal, road traffic exhaust emission impacts were predicted to be not significant with the Air Quality Assessment that accompanies the application.

Whilst there would be some limited impact upon air quality during the construction phase, the impact during the operational phase of the development post implementation, is not considered significantly harmful. Through effective mitigation and construction management during the construction phase, the impact upon air quality can be further controlled.

The development will require the provision of a number of electric car charging points, cycle storage and the implementation of a Travel Plan. Such measures will serve to limit the impact upon climate change. The development would also incorporate energy efficient measures as part of the development, as outlined within the submitted Environmental Standards statement.

On this basis, the impact to climate change should not form a barrier to redevelopment of the site for the proposed use.

Drainage and Flood Risk

The application site is located wholly in flood zone 1 '*low probability of flooding*'.

In line with the Government guidance relating to the provision of sustainable drainage systems (SuDs) and as advised by the Council's Flood Risk Management team, it is necessary for the development to incorporate a surface water drainage scheme, as well as a scheme for its subsequent maintenance. Appropriate conditions are therefore included.

If such measures are successfully implemented, it is considered that any flood risk can be satisfactorily sustained.

Ground Conditions

The application has been accompanied by Phase I Preliminary Risk Assessment which has been fully assessed and is considered adequate.

It is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment. An appropriate condition has been included, which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Construction/Demolition Management

To ensure demolition and construction is effectively controlled and to prevent any disruption to existing occupiers in the area, the Metrolink line, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst

other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Crime and Disorder

The application has been accompanied by a Crime Impact Statement produced by Greater Manchester Police. The design takes account of natural surveillance, lighting, access controls, avoidance of concealed areas, security boundary treatment and external fittings. The proposed design is supported subject to a series of physical security enhancements being incorporated and provided that the development achieves 'Secured by Design' accreditation. An appropriate condition has been included.

Affordable Housing

The applicant's vision is to create a highly sustainable affordable residential development which would deliver 50 new apartments, allowing older persons to 'right size' into new high-quality accommodation more appropriate for their needs.

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable

In this case, 40 apartments would be for affordable rent and 7 apartments for shared ownership along with 3 'neighbourhood apartments' managed by Mosscafe St. Vincents, a registered provider.

The shared ownership dwellings will allow future residents to purchase up to 75% of the property meaning the applicant retains a management stake to ensure the homes are only occupied by older persons in perpetuity

The 3no. neighbourhood apartments would be used by the Council's social care team to provide local people leaving hospital, who are temporarily unable to return home, a place to stay.

The proposed development therefore accords with the Council's affordable housing policy and would enable the development to contribute to the diversification of the Council's housing supply.

Conclusion

The proposed development would make effective use of the site and provide high quality residential accommodation, adding to the diversity of housing in the city within a highly accessible location and would contribute to local and national residential growth objectives. On this basis, the proposed development is considered acceptable and would comply with overarching planning policy and guidance.

The loss of the existing building has been fully considered and the proposed public benefits, including the provision of affordable housing and site regeneration,

outweigh the loss of a building that has deteriorated over time and is not listed or situated within a conservation area.

It is felt that given the surrounding environmental context, coupled with the design, scale and appearance of the building, the proposed development will enable the development to make the most efficient use of the land and will assimilate effectively into its surroundings to offer substantial environmental and economic improvements.

It is further believed that the proposed building has been designed to an good standard, is sympathetic to its surroundings and would provide a high-quality frontage to Manchester Road, without any material impact to either residential amenity, the environment or the operation of the highway.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Conditions to be attached to the decision

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

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

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

CHOBA-BUT-ZZ-ZZ-DR-A-04104-P01 - APARTMENT LAYOUTS
 CHOBA-BUT-ZZ-ZZ-DR-A-05102-P02 -PROPOSED ELEVATIONS SOUTH AND EAST
 CHOBA-BUT-ZZ-ZZ-DR-A-05103-P02 - PROPOSED ELEVATIONS (BLOCK A)
 CHOBA-BUT-ZZ-ZZ-DR-A-05104-P02 - PROPOSED ELEVATIONS (BLOCK B)
 CHOBA-BUT-ZZ-ZZ-DR-A-05106-P01 - PROPOSED BAY STUDY - MAIN FAÇADE
 CHOBA-BUT-ZZ-ZZ-DR-A-05107-P01 - PROPOSED BAY STUDY - GABLE FAÇADE
 CHOBA-BUT-ZZ-ZZ-DR-A-05108-P01 - PROPOSED BAY STUDY – ENTRANCES
 CHOBA-BUT-ZZ-ZZ-DR-A-05109-P01 - PROPOSED BAY STUDY - EXTERNAL WALKWAY
 CHOBA-BUT-ZZ-ZZ-DR-A-05112-P01 - PROPOSED ELEVATIONS LIFT CORE
 Crime Impact Statement prepared by GMP Design for Security Version A
 2022/0616/CIS/01
 Energy and Sustainability Statement ref Z49618C
 Noise and Vibration Impact Assessment Ref: Z49618 rev A
 Technical Report Daylight and Sunlight Analysis Ref:Z49618.1B
 Flood Risk Assessment and Drainage Strategy Report 23-B-13672/Chorlton Baths
 Revision A
 Waste Management March 2023 prepared by Buttress
 All as received by the City Council as local planning authority on the 21st April 2023

 Chorlton Baths Design and Access Statement March 2023
 Archaeological Desk-based Assessment prepared by Salford Archaeology Issue V1
 dated 14.02.2023
 Phase I Preliminary Risk Assessment prepared by Carley Daines and Partners Ltd
 dated 6 March 2023 (Ref: 23-B-13672/Chorlton Baths - Rev A)
 Ecological Survey and Assessment prepared by ERAP Reference 2023-004
 All as received by the City Council as local planning authority on the 28th April 2023

 Transport Statement 230403/SK22307/TS01(-01) as received by the City Council on
 the 10th May 2023

 BS 5837:2012 Method Statement report no: LTM0299.MS.03 dated 11.04.2023
 prepared by Lally Tree Management as received by the City Council as local
 planning authority on the 26th May 2023

 CHOBA-BUT-ZZ-00-DR-A-04100 P03 – PROPOSED SITE PLAN

CHOBABUTZZZZDR05105P02 - PROPOSED STREET ELEVATIONS
 CHOBABUTZZZZDR05101P03 - PROPOSED ELEVATIONS NORTH & WEST

CHOBABUTZZ00DR04107P02 - BIN STORE DETAILS

Entertainment Noise Assessment (Ref. Z49618) – Azymuth Acoustics UK.

Highways Technical Note (July 2023).

Air Quality Assessment (dated 4th July 2023).

All as received by the City Council as local planning authority on the 14th July 2023

ECOLOGICAL SURVEY AND ASSESSMENT ERAP (Consultant Ecologists) Ltd

Reference: 2023-004 as received by the City Council as local planning authority on the 2nd August 2023

2301/p/1-1 'LANDSCAPE LAYOUT' & Landscape Design Report updated 02.08.2023 prepared by Stephen Martlew Landscape Architecture

2301/P/102 - SECTIONAL ELEVATIONS TO MANCHESTER ROAD

CHOBABUTZZ00DR04101 P04 - PROPOSED GROUND FLOOR PLAN

CHOBABUTZZ00DR04105-P03-VEHICLE TRACKING AND REFUSE COLLECTION

CHOBABUTZZ00DR04106-P05 - PROPOSED BOUNDARY TREATMENTS

CHOBABUTZZ05DR04103-P05 - ROOF PLAN

CHOBABUTZZZZDR04102-P04 - UPPER FLOOR PLAN

All as received by the City Council as local planning authority on the 8th August 2023

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

3) Prior to the commencement of above ground development, all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, vents, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

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

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

4) Notwithstanding the details submitted, prior to the commencement of demolition/development, a construction management and demolition management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;

- Safe methods of working adjacent the Metrolink boundary;
- Dust Management Plan;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Construction methods to be used; including the use of cranes if intended (which must not over-sail the tramway);
- Site hoarding; scaffolding and acoustic fencing.

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

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.

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

5) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

6) No excavations are to be carried out greater than 1 metre deep within 1 metre of the Metrolink operational boundary or any piling works within the zone of influence without notifying Metrolink in advance and obtaining approval via the City Council as Local Planning Authority. Any such works may require track, retaining wall or slope

monitoring to be carried out as agreed with Metrolink and at the cost to the developer.

Reason - To ensure that the development does not adversely affect the supporting structures or track alignment and therefore the operation of Metrolink.

7) No development (excluding demolition works) shall take place until the scope and specification of vehicle restraint measures to be installed along that part of the boundary of the development which is shared with Metrolink and has potential to be used by vehicles, has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed measures.

Reason - To protect Metrolink infrastructure, to protect amenity and in the interests of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

8) The development hereby approved shall be carried out in accordance with details contained with the Energy & Sustainability Statement (Ref: Z49618C) received by the City Council as Local Planning Authority on 21 April 2023. A post construction review certificate/statement shall be submitted for approval prior to first occupation of the development hereby approved.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

9) No development works 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:
 - archaeological building recording (Historic England Level 3);
 - archaeological watching brief and recording of previously hidden historic fabric;
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 - 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 pursuant to policy EN3 of the Manchester Core Strategy and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and the National Planning Policy Framework.

10) The development hereby approved shall be implemented in accordance with the waste management details provided on the submitted waste management plan, and drawing referenced CHOBABUTZZ00DR04100P04, received by the City Council, as Local Planning Authority on 21 April 2023 and 9 August 2023 respectively. 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. No bins shall be stored outside the curtilage of the development at any time.

Reason - In the interests of amenity and public health, pursuant to policies EN19, DM1 and SP1 of the Manchester Core Strategy.

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

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

12) When the development commences, the development shall be carried out in accordance with a 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 SP1 of the Manchester Core Strategy.

13) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

14) Notwithstanding details submitted, prior to commencement of development (excluding demolition) a scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the use of the building commencing.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

-A finalised drainage layout showing all components, outfalls, levels and connectivity , including connectivity to the public sewer and compliance with easements where applicable;

-Hydraulic calculation of the proposed drainage system consistent with the finalised drainage layout; including 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 45% 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.

-Construction details of flow control and SuDS elements.

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

15) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a 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;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements 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 prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

16) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than those identified with the submitted Tree Management Method Statement (Ref. LTM0299.MS.03) dated 11 April 2023, received by the City Council, as Local Planning Authority on 26 May 2023.

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

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

17) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998" Recommendations for Tree Work".

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

18) Notwithstanding details submitted, prior to first occupation of the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

19) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (1st March – 31st August inclusive) unless nesting birds have

been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

20) Prior to any site clearance or earthworks a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the agreed details.

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

21) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing references 2301/p/1-1 'Landscape Layout' and Landscape Design Report updated 02.08.2023 prepared by Stephen Martlew Landscape Architecture both as received by the City Council as local planning authority on the 8th August 2023, shall be implemented within 12 months from the completion of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

22) Prior to the commencement of development, an invasive non-native species protocol shall be submitted to and approved by the City Council as Local Planning Authority, detailing the containment, control and removal of Japanese Knotweed and any other invasive species identified on site. The measures shall be carried out strictly in accordance with the approved scheme and implemented prior to the commencement of the development hereby approved.

Reason - To control the spread of invasive species, pursuant to policy EN15 of the Manchester Core Strategy.

23) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

24) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

25) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. 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 reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

26) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

27) No part of the development hereby approved shall be occupied until the space and facilities for bicycle parking have been provided in accordance with the details shown on drawings referenced CHOBA-BUT-ZZ-00-DR-A-04100-P04 received by the City Council as Local Planning Authority on 9 August 2023. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

28) The car parking area indicated on drawing numbered CHOBA-BUT-ZZ-00-DR-A-04100-P04 received by the City Council as Local Planning Authority on 9 August 2023 shall be surfaced, demarcated and made available for use prior to any of the residential units hereby approved being occupied. The parking areas shall be for the sole use of residential occupants of the development and shall be available for use at all times whilst the apartments are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

29) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme, including any necessary mitigation, shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

30) a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed development against noise from Manchester Road and the Metrolink Line shall be submitted to and approved in writing by local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

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

Reason - To safeguard the amenity of nearby residential properties and to insulate the proposed residential accommodation against noise from Manchester Road and the neighbouring Metrolink Line, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and Policies DM1 and SP1 of the Manchester Core Strategy.

31) Notwithstanding details submitted, the development hereby approved shall not be occupied until there has been submitted to and approved in writing by the City Council as Local Planning authority a plan indicating the positions, design, materials and type of any new boundary treatment to be erected. The boundary treatment shall be completed before the development hereby approved is occupied and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located in order to comply with policies SP1, EN3 and DM1 of the Manchester Core Strategy.

32) Prior to occupation, full details of all necessary off-site highway works to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- The resurfacing of the footway adjacent to the development, together with the reinstatement of any redundant vehicle crossovers adjacent to the application site on Manchester Road.

- The creation of the vehicular access off Manchester Road, the making good of any associated footway and the provision of tactile to the junction.

- Any required amendments to existing TRO's.

- Any necessary mitigation works which arise from the submission of a Road Safety Audit (RSA1) which will required to inform the S.278 agreement.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

33) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the 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.

34) The residential units 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 short-term lets, 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 Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

35) Prior to the commencement of the development and notwithstanding details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

i. the numbers, type, tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing

that replaces it) and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% of the dwelling houses;

ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to any exclusions and exemptions from this requirement that may apply);and

iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

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.

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: 136791/FO/2023 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:

**Greater Manchester Archaeological Advisory Service
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Strategic Development Team
United Utilities Water PLC**

**Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Ecology Unit
Chorlton Voice**

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

Representations were received from the following third parties:

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



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Application Number	Date of Appln	Committee Date	Ward
137579/FO/2023	17th Jul 2023	31st Aug 2023	Burnage Ward

Proposal Change of use from two dwellinghouses to eight apartments and the erection of a part single/part three storey extension to the rear and provision of car parking and associated landscaping.

Location 12 And 12A Errwood Road, Manchester, M19 2PA.

Applicant Mr Shane Gibson, Linex Properties Ltd

Agent Mr Jason Cartwright, P4B Architecture Ltd

Executive Summary

Proposal

The development involved the change of use of a part two, part three storey house and single storey extension that has been used as a separate dwelling into 7 x one bedroom apartments and 1 x two bedroom apartment. The development also involves the erection of a single storey addition to the side extension and a three storey extension to an existing outrigger. A further single storey extension would adjoin the east elevation of the three storey extension. 18 representations have been received from neighbouring residents objecting to the proposed development.

Key Issues

1. Loss of family housing - The applicant has not satisfactorily justified the loss of the application property as a house with potential for occupation by a family. It therefore appears that the application property, in its current form, would contribute to the supply of accommodation for which there is currently limited availability. Core Strategy policy H6 (South Manchester) seeks to respond to shortfalls in family housing stock and requires that the supply of such accommodation is retained to meet future needs. It is considered that the proposal would not accord with the objectives of policy H6 and is therefore unacceptable.
2. Proposed future use - It is considered that the enlargement of the property and its conversion to apartments would result in the overly intensive level of occupation. The associated activity, noise and disturbance would be harmful to the amenities and character of the area and is considered to be unacceptable.
3. Residential extensions - Given the character and siting of the application property and orientation of neighbouring housing, it is considered that there is scope to extend the existing house. However, this would be dependent upon the property being maintained as a single dwellinghouse. The proposed extension would facilitate a change of use that would deliver eight apartments, which would be inappropriate in this location for the reasons detailed in this report.

Description

The planning application site is located in a residential area predominantly comprising of relatively large semi-detached red brick houses with pitched grey slate roofs. Although the area predominantly comprises of single occupancy houses, apartment conversions have been undertaken at 8 and 14 to 20 (inclusive) Errwood Road. The adjacent highway is characterised by a sharp bend as it moves from north the south before forming a 'spur' that runs adjacent to the southern boundary of the site and links Errwood Road to Victoria Avenue and Arliss Avenue. Alma Park Primary School is located in close proximity of the site, i.e., on the opposite (eastern) side of Errwood Road. The site has a vehicular access on to Errwood Road and the adjacent highway is delineated with double yellow lines.



Fig.1 – Views of 12 and 12A Errwood Road

The application property relates to the western half of a pair of semi-detached houses, i.e., it is adjoined by 10 Errwood Road. The applicant has indicated that the property is currently vacant. The principal elevations of Nos 10 and 12 have a symmetrical configuration comprising a pair of ‘bookended’ two storey outriggers incorporating single storey flat roof bays and separated by a central recess. Both houses have a red brick and slate roof construction. The application property comprises two storey, part three storey and incorporates a basement. A single storey pitched roof extension is a later addition that adjoins the western elevation. To the rear, a three storey rear hipped pitched roof outrigger provides accommodation over two floors and in the roof space. Front and rear gardens are linked by retained space at the side of the single storey extension. The street boundary is defined by brick walls with a vehicular access to Errwood Road and hardstanding in the front garden providing in curtilage car parking.

Internally, No 12 comprises of basement storage and ground floor living rooms, kitchen, storge and shower room / WC. The first floor incorporates three bedrooms, two bathrooms, a kitchen and storage with a bedroom, bathroom and storge on the second floor. The layout of No 12 A incorporates a living room, dining room, kitchen and bathroom. Planning permission was granted in March 1990 in relation to the side extension (now referenced as No 12A) which was intended for occupation by a person with disabilities. However, it appears that, over time, this accommodation may have been more generally occupied as a separate Class C3 dwelling.



Fig.2 – Existing elevations



Fig. 3 – Proposed elevations

The proposed development involves:

- i. The erection of a single storey extension to the rear of No 12A with a projection of 3.86 metres. Although the ridge height would match the existing roof its eaves would be slightly higher. It would return across the rear elevation and adjoin a three storey extension with a rearward projection of 2.52 metres (thereby forming a continuous rear building line between these two additions at ground floor level). The height of the three storey extensions would correspond to the eaves and ridge line of the existing outrigger. A single storey extension with a lean-to roof would adjoin the eastern elevation of the three storey extension. It would have a maximum height of 5 metres, rearward projection of 2.6 metres and be offset from the boundary with No 10 by 1.7 metres. Steps would be incorporated into the rear entrances in response to changing ground levels.
- ii. Internally, the development would comprise: one basement apartment, four ground floor apartments, two first floor apartment and one second floor apartment. This would provide 7 x one bedroom apartments and 1 x two bedroom apartment.
- iii. The main entrance would be located in the principal elevation together with the access to apartment 2. Rear access would be provided to apartments 3 and 4. Lightwells to the basement apartment would be formed at the front and rear. New windows would be located on the extended rear elevation.



Fig.4 – Proposed siting layout

Site history

- i. 129445/FH/2021 - 12A Errwood Road: Erection of first floor side extension to existing property, together with the erection of detached outbuilding to the front and rear to form double garages
Finally Disposed Of – 16 May 2023
- ii. 036108 - 12, Errwood Road: Single storey extension to side of existing dwellinghouse to form a new dwelling for a disabled person
Approved – 26 March 1990

Consultations

Local residents – 18 emails of objection have been received. One email indicates that the related comments are supported by 13 individuals but this cannot be verified. The grounds for objection are summarised below:

- i. The development would result in the unacceptable loss of family housing. The application property has the capacity to respond to a local need for such housing.
- ii. The proposed intensification of occupation would increase activity, noise and disturbance and be harmful to residential amenity. The movement of people in and around the site may undermine the security of the site, lead to people congregating around the property and thereby increase the risk of crime and the occurrence of anti-social behaviour.
- iii. The adjacent highways network is tightly constrained and characterised by a bend in the road as Errwood Road runs from north to south and adjacent Alma Park Primary School. A number of residents have expressed concern regarding the potentially harmful impact of the development on pedestrian and highways safety, disruption of traffic flows on Errwood Road and potential increase traffic congestion associated with a lack of proposed on-site car parking. This would be particularly harmful to pedestrians travelling to nearby schools.

- iv. The height scale and massing of the proposed extensions would have an overbearing impact on neighbouring housing and would result in overlooking and an excessive loss of light and privacy.
- v. If the property is to be converted it should not be extended. A proportionate number of apartments should be considered within the existing building.
- vi. The introduction of multiple units would unduly increase pressure on local utilities and services, including drainage infrastructure.
- vii. Appropriate arrangements for the storage of waste and recycling would not be provided.
- viii. The development will reduce the value of neighbouring houses.

Highway Services – No objection but the following comments have been received:

- i. Access to the site is via an existing vehicular crossover in the form of a dropped kerb without alteration. This is considered to be acceptable.
- ii. The provision of six car parking for eight apartments is considered to be acceptable in a sustainable location with easy access to buses on the A6 corridor and trains via Levenshulme Station.
- iii. Car parking spaces would meet required dimensions.
- iv. The proposed cycle storage should be secured and sheltered.

Environmental Health – Comments will be reported.

GM Police Design for Security – No objection but it is recommended that the development should be capable of the attaining secured by design accreditation. Comments have been made relating to the required specification for boundary treatments, cycle storage accreditation and internal security arrangements.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in July 2021. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, the following three overarching objectives need to be pursued mutually:

- i. The economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth.
- ii. The social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community.

iii. The environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

i. Section 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, it is important that: a sufficient amount and variety of land can come forward where it is needed; the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 60). This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community (paragraph 62). In this case the development would result in the loss of family accommodation that is required to meet an identified need within the city. The development would not, therefore, accord with chapter 5.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken, including the posting of site notices and press advertisement;

ii. Design - Good quality design is an integral part of sustainable development. It is considered that, should the development be related to an appropriate form of residential use, suitable amendments could delivered to secure a satisfactory design response.

iii. Flood Risk Planning and Flood Risk - The potential for increase flood risk has been appropriately assessed. It is considered that the development would significantly increase flood risk and appropriate improvements to site drainage could be delivered.

iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. In this case, the identified harm to amenity would detrimentally affect the well-being of residents (of the development and neighbouring properties).

vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In this case noise would be attributed to activity associated with intensive residential occupation, which is considered to be harmful for the reasons set out in this report.

viii. Travel plans and traffic / transport assessments – It is considered that highways issues have been appropriately assessed.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles) - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

It is acknowledged that the application seeks to bring a residential property back into sustained use. However, the applicant has not is considered that the applicant has not demonstrated that the use of the property as a single occupancy house is no longer viable. It is also considered that the development would not contribute positively to the formation of a sustainable community due to the associated loss of family accommodation. The levels of increased activity and disturbance associated with the intensification of the use would also be detrimental to the amenity of neighbouring residents and the established character the surrounding area. On this basis, policy SP1 would not be accorded with.

Policy EN19 (Waste) - Requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements. It is considered that the site has the potential to secure appropriate arrangements for the storage of segregated waste and recycling.

Policy H 6 (South Manchester) - Discusses the delivery of new residential development in South Manchester, including Burnage. It also identifies the need to address the need to meet shortfalls in housing need, including the provision of family housing. For the reasons previously discussed, the loss of family housing would be contrary to policy H6.

Policy T1 (Sustainable transport) – Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepares for carbon free modes of transport. In this case, the development would be supported with satisfactory car parking provision and arrangements for cycle storage. The site is in a sustainable location with access to local bus routes. This aspect of the development would respond positively to policy T1.

Policy T2 (Accessible areas of opportunity and need) - States that the Council will actively manage the pattern of development to ensure that it is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Given the sustainable location of the application site, in terms of access to public transport, this aspect of the development would also respond positively to policy T2.

Policy DM1 (Development Management) - States that all development should have regard to the following specific issues:

- i. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- ii. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- iii. Community safety and crime prevention;
- iv. Design for health;
- v. Adequacy of internal accommodation and external amenity space;
- vi. Refuse storage and collection.

Policy DM1 has been related to the assessment of the proposals with regard to its potential impact on residential amenity. It is considered that policy DM1 would not be accorded with due to the potentially harmful impact of the development on residential amenity, including increased noise, disturbance and activity around the property.

Unitary Development Plan (saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Policy DC1 - Residential Extensions - Relates to domestic houses, flats, houses in multiple occupation, nursing homes, rest homes and hotels and is therefore relevant to the proposed development.

- i. Policy DC1.1 would be generally accorded with as the development would satisfactorily related to the character of the property. The extensions to the eastern side of the house would incorporate necessary setbacks the reduce the impact on the adjoining property at No 10. However, in order to reduce the impact of new built

form on No 12, it is considered that the single storey extension should be omitted. The three storey extension would have a limited rearward projection and appropriately set back from the western and eastern boundaries.

ii. Policy DC1.2 states that the development should not be excessively large or bulky or result in an undue loss of sunlight, daylight or privacy. Subject to the above comments the new built form would be satisfactorily related to the existing building. The suitability of the proposed extensions would be dependent upon the application property being retained as a single occupancy house.

Policy DC5 - Flat Conversions

i. Policy DC5.1 – Relates to the appropriateness of related conversions in relation to the standard of proposed accommodation and the impact on residential amenity and the character of the surrounding area. The development would deliver an appropriate internal layout, albeit with limited scope to facilitate internal adaptations to meet future needs. It is not apparent that accommodation would support sustained occupation or respond to the future circumstance of residents. There would not be a change to the existing circumstances with regard to the absence of inclusive access. Although acoustic insulation may reduce noise transfer and disturbance between apartments, disturbance and from noise activity in and around the site would be more difficult to manage. Appropriate car parking would also be provided. It is not considered the development represents a uncharacteristic form of development in the locality as the majority of properties have been maintained as family-type housing. On balance, it is not considered that policy DC5.1 would be appropriately accorded with due to potential harm to residential amenity and the character of the area.

Policy DC26 – Development and noise

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources may impact on the proposed housing.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

Whilst noise attenuation may reduce noise disturbance external noise disturbance from activity in external and other communal areas would be more difficult to manage. The development site is in an established residential area, and it is considered that the disturbance associated with its occupation would detract from the characteristics of the local noise environment. In these circumstances it is not considered that the development would accord with policy DC26.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. It also seeks to raise the quality of life across Manchester. The MRQG space criteria relates to new build development but has been referenced to as a benchmark for assessing the quality space achieved as part of the development. Given the

constraints of the development it is considered that the internal layout would accord with the space criteria specified in the MRQG.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application. In this case, pre-application discussions were undertaken and the applicant was advised that the development presented strong concerns regarding the loss of family accommodation. As part of the considerations of the planning application, the applicant was advised that the loss of family accommodation had not been satisfactorily justified. Furthermore, the proposed extension would facilitate the overly intensive use of the site associated with harm to residential amenity and character of the area. It was considered that the development was supported and the local planning authority was therefore minded to refuse planning permission. As the principal of the development could not be supported no further negotiation was undertaken.

Principle of the development – Notwithstanding the incidental occurrence of apartment conversions in the locality of the application site, i.e., 8 and 14 to 20 Errwood Road, the neighbouring area predominantly comprises of single occupancy family type housing. However, the formation of 25 apartments at 14 to 20 Errwood Road relates to a planning permission granted in 1980 and the conversion of 8 Errwood Road to three apartments was regularised through a certificate of lawful development granted in 2007. Planning permission has not been granted in the vicinity of the application site for apartment conversions in the subsequent period. As the loss of family housing has not been justified, the proposed apartment conversion is considered to be unacceptable. Furthermore, the characteristics of the occupation of apartments within an enlarged house would be harmful to the amenities and character of the area. The proposed extensions would significantly increase the size of the application property and bring built form into closer proximity to the shared western boundary with residential properties. A reduction in the scale of the proposed extensions and improvements to the related siting may potentially deliver an appropriate design response. However, this would be dependent upon the application property being retained as a single dwellinghouse, which would avoid the harmful impact of overly intensive residential occupation. In the light of the above concerns, the principle of the proposed use is not considered to be acceptable.

Loss of family housing - The applicant has not satisfactorily justified the loss of the application property as family housing with potential for occupation by a family. Specific marketing details have not been provided to demonstrate that there is no longer interest in its occupation as a single house (or two separate houses) or such continued occupation is otherwise unviable. The application submission makes reference to an on-line estate agent search of 3+ bedrooms within half a mile of the application site, which identifies 49 properties for sale. However, given the configuration of the application property, it is considered that a search of 4+ bedroom properties within a half mile radius of the site would be more appropriate. This criterion has been applied 25 properties were identified as being on for sale (as part of a search undertaken on 16 August 2023 using the same website). It therefore

appears that application property, if marketed in its current form, would contribute to the supply of accommodation for which there is limited availability. Core Strategy policy H6 (South Manchester) seeks to respond to shortfalls in family housing stock and therefore requires that the supply of such accommodation is retained to meet future needs. It is considered that the proposal would not accord with the objectives of policy H6 and is therefore unacceptable.

Proposed future use - It is considered that the enlargement of the property and its conversion to apartments would result in an overly intensive level of occupation. The associated activity, noise and disturbance would be harmful to the amenities and character of the area and is considered to be unacceptable. Given the relationship to neighbouring houses and gardens it is considered that the additional activity associated with the use including the additional car movements and use of outdoor amenity space would result in an unacceptable impact on neighbouring occupiers.

Residential amenity – The proposed development would include 7 x one bedroom apartments. The configuration and space within these apartments would limit residents ability to adapt their homes in response to changing occupational needs. Residents may, therefore, be likely to seek alternative accommodation in response to their particular future needs. There is strong concern that the development may be affected by cycles of transient occupation that would undermine the formation of sustainable communities. These circumstances and issues relating to the overly intensive occupation of the development would be harmful to the residents of the application property and neighbouring houses.

Scale, Massing and Siting – The proposed extension to the existing single storey extensions would bring built form with an additional projection of 3.83 metres to within 1.6 metres of the shared western boundary. It is considered that the close proximity of the enlarged extension would produce a tight relationship to this boundary and thereby have an overbearing impact on neighbouring gardens and would be detrimental to the amenity enjoyed by those occupiers. The three storey extension would maintain distances of 6.8 metres and 4.3 metres to the western and eastern boundaries, which is considered to be appropriate given the orientation of neighbouring houses and the absence of windows in the side elevations. The rear lean-to extension would have a rearward projection of 3.7 metres and be offset from the shared boundary with No 10 by 1.7 metres. It is considered that this addition would be proportionate and would not unduly affect the amenities of residents on No10.

Design – The proposed extensions would significantly enlarge the property and bring built form into closer proximity to the shared western boundary with neighbouring properties. It is acknowledged that the closest additions are limited to a single storey and a reduction in scale and siting could potentially deliver an appropriate design response, i.e., the omission of the single storey extension to the western side of the house. The design of the extension has been suitably related to the style and character of the existing house and matching materials would be utilised. The roofscape of the extension would be appropriately related to the existing house. On balance the design of the proposed extension would be acceptable.

The proposed car parking would result in the loss of existing landscaped areas and would result in a larger formal car park which would be dominated by cars associated by the proposed apartments. It is considered that this would result in an unacceptable appearance within the street scene and within the character of the area in general dominating the front of the property.

Inclusive access – Existing differences in ground to floor levels and changes to internal floor levels currently prevent the formation of inclusive access. The development does not provide any substantial benefits in relation to inclusive access which would outweigh the harm identified.

Highways issues – Six car parking spaces would be formed within the site, which is considered to be an appropriate level in a location served by alternative sustainable transportation options. On-site cycle storage would be provided. The development would utilise an existing vehicular access. Immediately adjacent sides of Errwood Road are demarcated with double yellow lines and ‘Keep Clear’ road markings are in place outside Alma Park School. Traffic enforcement cameras are also in operation in the locality. The development would utilise an existing vehicular access. On balance, its is considered that the existing traffic management arrangements would ensure the development would not unduly impact the operation of the highway.



Fig.5 – Adjacent highway layout to Errwood Road

Cycle storage The applicant has demonstrated that the site has the capacity to accommodate a 10 cycle secure enclosure within the rear garden.

Waste and recycling management – The applicant has demonstrated that an enclosure could be provided for the storage of waste and recycling bins in a position situated adjacent to the car parking area.

Flood risk and drainage – The site is located in Flood Zone 1 and it is not considered that the development would significantly increase the risk of flooding. However, any appropriate development would need to demonstrate that the car parking area would incorporate satisfactory drainage and surfacing.

Conclusion - The proposed development would result in the loss of quality residential accommodation and reduce the supply and availability of family housing. The formation of eight self-contained apartments would result in the overly intensive use and occupation of the enlarged property resulting in undue generation of additional noise, disturbance and activity. The development would be harmful to residential amenity, the character of the area and the formation of sustainable communities and thereby be contrary to policies SP1, H6 and DM1 of the Core Strategy for the City of Manchester and saved policy DC5 of the Unitary Development Plan.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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: Refuse

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. In this case, pre-application discussions were undertaken and the applicant was advised that the development presented strong concerns regarding the loss of family accommodation. As part of the considerations of the planning application, the applicant was advised that the loss of family accommodation had not

been satisfactorily justified. Furthermore, the proposed extension would facilitate the overly intensive use of the site associated with harm to residential amenity and character of the area. It was considered that the development was supported and the local planning authority was therefore minded to refuse planning permission. As the principal of the development could not be supported no further negotiation was undertaken.

Reason for recommendation to refuse

1) The proposed development would result in the loss of quality residential accommodation and would thereby reduce the supply and availability of family housing. The development would thereby fail to positively respond to an identified housing need and thereby undermine the formation of cohesive and sustainable neighbourhoods where people would choose to live. The development would thereby be contrary to policies SP1, H6 and DM1 of the Core Strategy for the City of Manchester.

2) The proposed development would facilitate the formation of eight self-contained apartments, which would result in the overly intensive use and occupation of the enlarged property and the undue generation of additional noise, disturbance and activity. The development would be harmful to residential amenity, the character of the area and the formation of sustainable communities and thereby be contrary to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC5 of the Unitary Development Plan.

3) The proposed car parking would result in the loss of existing landscaped areas in the front garden and the formation of an overly large, hard surfaced car park that would undermine the setting of the application property and facilitate the unduly prominent parking of vehicles. The resulting visual impact would be unduly harmful to residential amenity and the character of the streetscene and be contrary to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) The proposed single storey rear extension (to the rear of an existing single side extension to the western elevation of the application property) would, by virtue of its siting in close proximity of the western site boundary, have a harmful and overbearing impact on neighbouring rear gardens and the visual amenity of adjoining residents. The proposed single storey rear extension would thereby be contrary to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 137579/FO/2023 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.

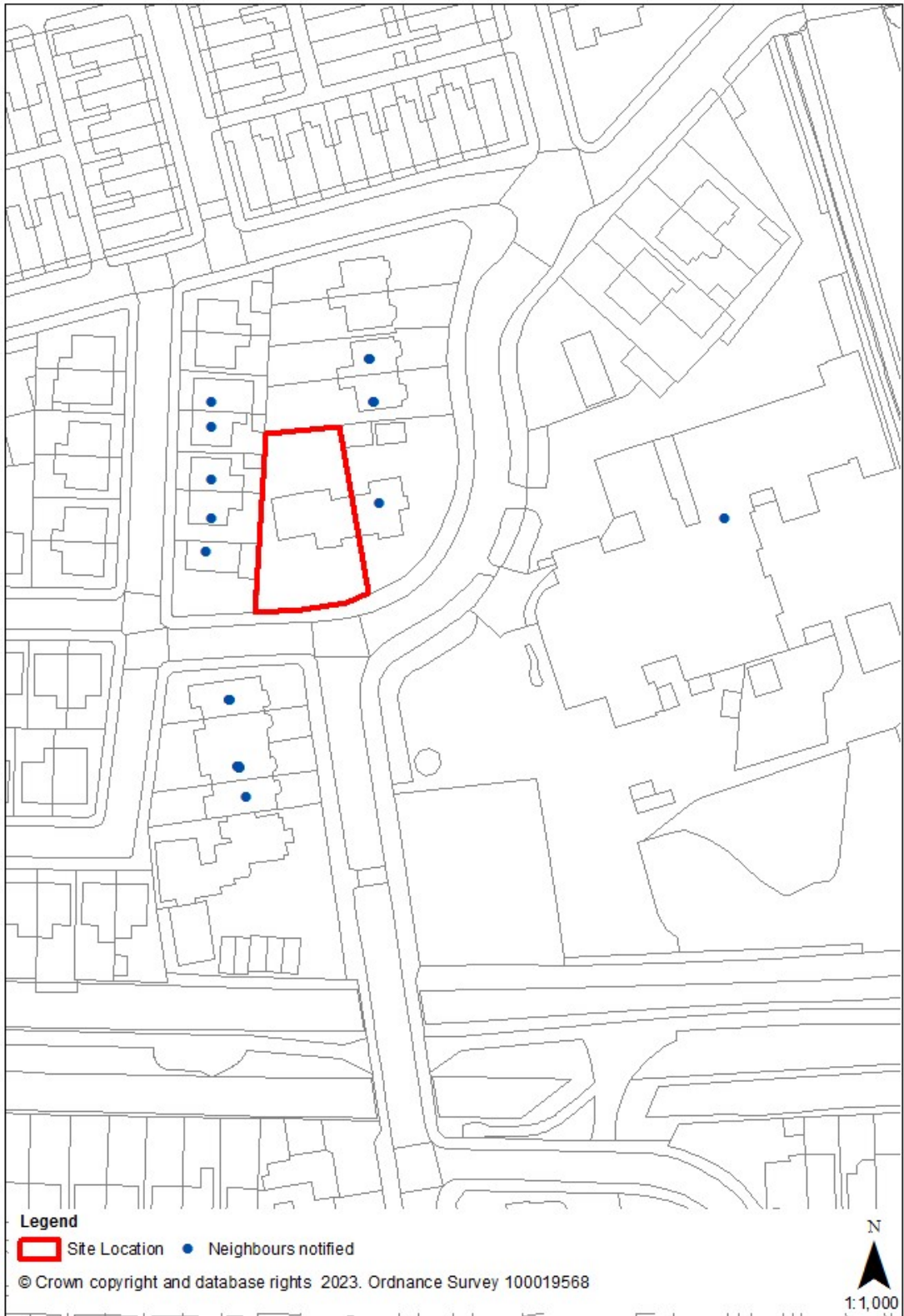
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**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 : Carl Glennon
Telephone number : 0161 234 4530
Email : carl.glennon@manchester.gov.uk



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**Manchester City Council
Report for Resolution**

Report to Planning and Highways Committee – 31 August 2023

Subject: Objection to Tree Preservation Order JK18/04/23 - TPO Land at Wynnstay Grove/Sherwood Street

Report of: Director of Planning, Building Control and Licensing

Purpose of report

To inform the committee about the background and issues involved in the making of a Tree Preservation Order (TPO) on 18 April 2023 and to recommend the confirmation of this Tree Preservation Order.

Recommendation

The Director of Planning recommends that the Planning and Highways Committee instruct the City Solicitor to confirm the Tree Preservation Order on land at Wynnstay Grove/Sherwood Street, under Section 199 of the Town and Country Planning Act 1990, and that the Order should cover the woodland as plotted T1 on the plan attached to this report.

Wards Affected Fallowfield

Financial Consequences for the Revenue Budget /Capital Budget

Implications for:

Anti-poverty	Equal Opportunities	Environment	Employment
No	No	Yes	No

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Background Documents No

Executive Summary

The committee is asked to consider 1 objection made to this order. This relates to a Tree Preservation Order (TPO) served at the above address on a woodland bounded by Wynnstay Grove, Wellington Road and Sherwood Street, Fallowfield.

Introduction

This application was placed before the Planning and Highways Committee on 27th July 2023 and at that meeting the Committee deferred deliberation in order to allow for further consultation with the landowner. A meeting has taken place earlier this month with the owner and options discussed including an explanation of the reasons why it was considered necessary to pursue the TPO. Further to this meeting a rebuttal statement has been received drafted jointly by Railway Paths Limited as landowner and their preferred partner in the potential development of this site, Wiggett Construction. In summary the rebuttal states:

- The TPO designation will place an onerous administrative burden and harm the development potential of the site
- Ash die back may affect some of the trees within the woodland in the future
- The TPO would result in a protracted process in gaining approval for works to address some concerns around the structural safety of some trees close to Sherwood Street. Proposed extensive programme of tree works over next 5 years
- The surface water culvert is being damaged by the tree root systems and they believe if trees continue to grow over this culvert, eventually it will collapse. Repair and improvements to the culvert will require tree felling and root pruning works. Also state that the presence of the culvert may be affecting the trees from 'naturally' establishing and could become unstable.
- Site is suitable for affordable housing
- Reiterate issues raised in earlier objection letter that their arboricultural survey identified while most of the trees are category B and one as class A, 20 were found to be class C and 12 category U. Also, site is subject to anti-social behaviour and fly tipping.

These issues are considered in the report below.

Key Issues

Is the woodland worthy of a TPO – The City Arborist states that whilst this woodland contains several individual trees worthy of TPO status, it is the woodlands collective value which provides its greatest amenity value. The woodland is prominent and highly visible within the surrounding street scene and is considered to be of high visual amenity value meeting the criteria to be protected by a Tree Preservation Order. It is considered that the woodland value is collective and not individual and that the confirmation of the TPO should be for the woodland, not only on specific trees.

Is making a TPO valid in the circumstances - The woodland is not within a conservation area and has been subject to recent enquiries for pre application advice for the proposed redevelopment of the site. Given that there is potential for significant tree loss to unprotected trees, and the City Arborist recommends that the trees are worthy of a woodland TPO, it was considered expedient to make a TPO in this case. If the TPO is confirmed, this would form an integral element in any future discussion and any future proposed works to trees would allow for the City Arborist to carry out a site visit and assess the proposed tree works, making recommendations in the best interests of the tree(s) and ensure any tree works to be carried out to British Standards.

Confirmation of TPO would be an obstacle to future tree management works and Sustrans creating new exit point – If this provisional woodland TPO is confirmed any future tree management works or selective felling, for example to allow for a new exit point for Fallowfield Loop Cycleway, would be considered through an application for works to trees protected by a TPO. The City Arborist would be consulted, and it is anticipated there would not be any objections to any reasonable tree works.

A full report is attached below for Members consideration

Background

This site is a pocket urban woodland bounded by Wynnstay Grove, Sherwood Street and Wellington Road, with a species selection made up of a mix of native deciduous trees including Beech, Oak, Lime, Elm, Sycamore and Poplar. Following approaches for pre planning application advice for a proposed residential scheme concerns were raised about the potential for the future loss of a significant number of trees. The City Arborist carried out a site based tree survey and following receipt of their TPO assessment report, a provisional TPO was made on the 18 April 2023. The Helliwell System (2008) of visual amenity valuation has been carried out and this assessment found the woodland to be of high visual amenity value.

This woodland is prominent and highly visible to both occupiers, visitors to properties on Wynnstay Grove, Sherwood Street and Wellington Road and passers by.



Woodland viewed from Wynnstay Grove, July 2023



Woodland viewed from Sherwood Street, July 2023



Woodland viewed from Wellington Road

This report requests that the Committee instruct the City Solicitor to confirm the TPO at Sherwood Street/Wynnstay Grove.

Consultations

Part 2, paragraph 5 of the Town and Country Planning (Tree Preservation) (England) Regulations 2012 states that before a provisional TPO is confirmed, any persons interested in land affected by the order should be served with a copy of the order. Local residents in the vicinity were consulted and objections and representations made with respect to the Order have been considered.

The following owner/residents were served with a copy of the order or notified about the TPO, on 18 April 2023

The Owner(s) of the area of woodland bounded by Sherwood Street and Wynnstay Grove, Wellington Road, Fallowfield, Manchester (area bounded by solid black line marked W1 in plan at end of the report).

A site notice was put placed on site on 18 April 2023 informing local residents and passers – by that a provisional TPO had been made on this woodland.

Summary of objections

An objection has been received from the landowner with an arboricultural survey by BWB consultants.

In summary it states:

- The City Council have not demonstrated how, before confirming the Order, that the protection would bring a reasonable degree of public benefit in the present or the future.
- The Order seems to have been made in response to request for planning pre-application advice for proposals to develop the site to provide affordable housing. The principal reason given for making the provisional TPO is to protect visual amenity when viewed from adjacent residential streets. However, the proposed scheme would result in only limited tree loss along Wynnstay Grove and new proposed landscaping along Sherwood Street would retain visual amenity for probably longer than the anticipated lifespan of the existing trees.
- Government guidance states that trees or at least part of them should normally be visible to the public. The trees growing in the centre of the woodland are largely screened from view to the public and should therefore not be included in the Order.
- The Council has no reason to believe the trees are in imminent danger. The landowner could have removed the trees if they wished before the TPO was made but didn't as a responsible landowner and we are now in bird nesting season which would prevent such an action.
- Consider the Order unnecessary and any public benefits could be better achieved through planning conditions, as part of a redevelopment proposal.
- Trees not considered to be of high amenity value. BWB arboricultural survey found 1 tree to be of category A, 4 individual trees to be Category B, 4 groups of trees to be category B, 4 individual trees classified as category C and 5 tree groups and a tree hedgerow were classified as Category C. The remainder were classified as Category U. Given that only 1 tree is classified as Category A it cannot therefore be concluded that the trees are of high amenity value. The arboricultural survey recognises that trees within the woodland are classified as category B2, but this is only a moderate not high value assessment, and the justification for the Order is flawed.
- The reasoning for the order is that the trees are in 'good/fair' condition and this appears to be at odds with an assessment of "high amenity value"
- The woodland is not an amenity to residents as it has been the subject of antisocial behaviour, vermin infestation and fly tipping and resulting complaints from neighbours.
- The subject land has no value for recreational purposes and there are is no intention to extend the existing Fallowfield loop cycle path through the woodland. The woodland therefore cannot be said to have amenity value as a potential future recreational route.
- Sustrans would like to relocate the exit point to a nearby location and this could require the removal of one or more trees The TPO if confirmed would be an obstacle to allowing the relocation the exit point.
- It is considered that the woodland will need considerable management over the next few years and the imposition of a TPO will hinder the effective management of the land.

- Only trees along the highway boundary contribute to the visual amenity of the surrounding area and if confirmed the Order should be modified to only apply to them.
- The subject trees are not visible from Fallowfield shopping centre, being mainly concealed behind buildings or other trees and where they are visible, they are too distant to make a significant contribution to the visual amenity or landscape character of the Fallowfield shopping centre.

5.0 Arboricultural officer comments

The City Arborist tree survey and the TPO assessment report noted several trees worthy of TPO status, which offer high visual amenity value to the surrounding area. The species selection was made up of Beech, Oak, Lime, Elm, Sycamore and Poplar.

The City Arborist notes however that it is important to look at this site collectively as a local amenity and not to focus on individual tree categorisation. Trees within the woodland that do not meet Cat A or B status, should be considered in their collective setting. Trees which have grown on the slope of the site have a role to play within their setting, some stabilising the banking, others providing an under storey and natural habitat for local wildlife.

The report notes that this pocket of woodland provides a local amenity to residents and the population of students within the area, and the many properties adjacent on Sherwood Street and Wynnstay Grove, evident by the well-worn paths running through the site. Any development within the woodland would inevitably mean extensive level changes which in turn would impact the water table and natural balance currently present. This would manifest itself over a period of years and would lead to the loss of trees originally proposed for retention.

In addition, the need to deliver utilities to the site and access roads would render the retained trees isolated and it is anticipated that they will be the subject of significant pressure for further felling from future occupiers of residential properties requiring natural light into the gardens and living areas, given the conflict of the presence of large mature trees and newly built properties in close proximity.

Achieving Bio-diversity Net Gain on this site with a development positioned through the central section would prove difficult and given the constraints of the surrounding area it is difficult to see where this could be achieved.

The report concludes that the woodland TPO on this site should be retained to prevent any development within it as its value is collective and not individual.

6.0 Issues

Is this woodland of high amenity value? – When assessing amenity value the key criteria is the trees visibility (the extent the trees or woodland can be seen by the public) and its individual, collective and wider impact, including and size, future

potential, contribution to the landscape. Other factors such as importance in nature conservation and response to climate change, while not carrying the same weight, can be taken into account.

The woodland is positioned within a high density residential area and is a prominent feature within Wynnstay Grove, Wellington Road and Sherwood Street. Many of the mature trees have large canopies and are clearly visible from both short and long range views, from both occupiers of surrounding residential properties as well as public areas, including from a longer distance in Fallowfield district centre/ on Wilmslow Road, making a positive contribution of the local urban landscape character. The woodland provides cumulative amenity value and enhances the bio diversity of this area.



Woodland viewed from Wilmslow Road footpath down Wynnstay Grove, Fallowfield

The submitted arboricultural survey recognised that while trees within the centre of the woodland were generally considered to be either Category B or C they presented a significant area of canopy cover, valuable to wildlife and carbon sequestration and providing green space in an otherwise dense urban environment. The report recognises that the overall woodland would be Category B2 owing to the large area of mature tree canopy cover and the impact that this area of shelterbelt has on the surrounding urban area. This position is supported by the City Arborist recognising the collective value of the trees within the woodland and their high visual amenity value.

Public benefit - Central Government advises that a TPO should be used to protect selected trees or woodlands if its removal would have a significant negative impact on the local environment and its enjoyment by the public.

This woodland is highly visible and is enjoyed by local residents and visitors with a section of the Fallowfield cycle route running through the woodland as noted by the

City Arborist, there are well worn pathways within the woodland. The woodland is made of a mix of deciduous trees native to the British Isles and is considered to make a valuable contribution to the City's urban environment. The Beech, Oak, Lime, Elm, trees in particular provide a biodiverse rich environment and habitat. Their loss would be considered to have a detrimental impact on local biodiversity. These mature trees provide valuable screening benefits and support improvements in local air quality. The woodland is considered to be providing significant public benefits both presently and into the future.

Are all the trees worthy of a TPO? – Within this pocket woodland some trees are clearly more visible than others and the condition of the trees has been assessed as being predominately good to fair. As noted by the City Arborist, while some trees are of high value, recognised by their Category A or B status, trees within the woodland that do not meet this status should be considered in their collective setting. Internal trees which have grown on the slope of the site have a role to play within their setting, some stabilising the banking, others providing an under storey and natural habitat for local wildlife. It is the woodlands collective value which provides its greatest amenity value.

Is it 'expedient' to make confirm a TPO? – While the landowner considers the TPO unnecessary and that a planning condition will provide any public benefits, this in the first instance, relies on a planning application being granted consent. Trees are under threat from known potential redevelopment of the site and the supporting Arborist Consultants report recognises that any development of the site will result in significant tree loss. It is considered expedient to make and confirm this Tree Preservation Order as there is a risk of trees being felled which would have a significant detrimental impact on the amenity of the area. This is a very difficult site to develop without significant tree removal, but the approval of the Tree Preservation Order would not prevent planning permission from being granted, and the grant of permission would allow the removal of those trees identified for removal to facilitate any approved development. This site is publicly accessible and as with any publicly accessible site, there is always a risk that a potential developer could enter a site and remove trees, without the land- owners knowledge. On that basis the approval of the Order would provide an additional layer of necessary protection for these important trees.

Visibility of woodland – the woodland is highly visible from different public viewpoints in the surrounding area. It is prominent within the Wynnstay Grove, Sherwood Street and Wellington Road street scene and clearly visible from Wilmslow Road within the Fallowfield District shopping centre. Trees more centrally positioned within the woodland are not prominently visible however as noted it is the contribution that the trees make within their collective setting that gives the woodland its cumulative high amenity value.



Woodland viewed from Wilmslow Road footpath down Sherwood Street, Fallowfield centre

TPO would be an obstacle to carrying out future tree management works/relocation of cycle pathway exit - The making of a TPO does not prevent works being carried out to a protected tree(s). It requires an application to be made to the City Council (no fee attached) with the City Arborist carrying out a site assessment of the proposed tree works. All permitted tree works will include a recommendation that they are carried out to British Standards by a professional arborist.

TPO designation will place an onerous administrative burden and harm the development potential of the site for affordable housing – the process for applying to carry out works to protected trees is relatively simple and straightforward. The confirmation of this TPO would not prevent future applications to develop this site but would provide an additional level of protection.

Ash die back may affect some of the trees within the woodland in the future – while the impact of Ash die back on future tree stock is unknown, there are very few Ash trees present. If the TPO is confirmed the requirement for an application to fell would allow the City Arborist to fully consider the reasons for removal and accompanying evidence.

The TPO would result in protracted process to in gaining approval for works to address some concerns around structural safety of some trees close to Sherwood Street tree safety concerns and future programme of identified works – as stated the process for applying to carry out works to a tree(s) protected by a TPO is relatively simple and any safety works required to remove any identified imminent danger to the public or property, can be carried following agreement under a 5 day notice.

The surface water culvert is being damaged by the tree root systems and they believe if trees continue to grow over this culvert eventually it will collapse – The City Arborist has commented that while no evidence has been presented to show the presence of

tree roots within the culvert, in the unlikely event that the roots have entered the culvert, the roots would be water up-taking fibrous roots and not anchorage roots. Pruning of these roots would not destabilise the tree as they are not critical for their stability. The presence of trees on or around these culverts is commonplace and the City Arborist would not prescribe tree removal as a workable or necessary action. City Arborist states that trees are essential in slowing down the flow of rainwater run off - attenuation, and as such removal of tracts of trees will increase the potential for flash flooding in localised areas.

Other issues – Concerns raised around anti – social behaviour, fly tipping, vermin infestation, limited value of the land for recreational purposes or no future proposals for the cycle path extension are not relevant when considering the ‘amenity value’ of the woodland; some of these issues can be addressed through higher levels of management of the woodland.

7.0 Conclusion

It is considered that the woodland (W1) as shown on the attached plan, should be protected by a Tree Preservation Order.

The woodland is positioned within a high density residential area and is a prominent feature within Wynnstay Grove, Wellington Road and Sherwood Street. Many of the mature trees large canopies are clearly publicly visible from both short and long range views and to both occupiers of surrounding residential properties, making a positive contribution of the local urban landscape character. The trees position within a woodland provides increased cumulative value and the enhanced bio diversity of this area, resulting in their collective high amenity value.

The City Arborist considers while some trees are of high value, recognised by their Category A or B status, trees within the woodland that do not meet this status should be considered in their collective setting. Internal trees which have grown on the slope of the site have a role to play within their setting, some stabilising the banking, others providing an under storey and natural habitat for local wildlife. It is the woodlands collective value which provides its greatest amenity value

The Order has been properly made in the interests of securing the contribution this woodland makes to the public amenity value in the area. The concerns of the landowner have been fully considered and balanced against the contribution this woodland makes to the local environment. Whilst it is acknowledged that the reason for objecting to the TPO, in particular concerns that the trees within the centre of the woodland are not visible and shouldn't be included in a TPO; no reason to believe trees are in imminent danger; TPO unnecessary as planning conditions would provide necessary protection, most of trees are not of high amenity value and of good/fair condition; woodland is not an amenity to residents as it attracts anti social behaviour and has no recreational value; TPO will be an obstacle to future tree management works including relocation of Sustrans; it is not felt that they outweigh the significant contribution these trees of collective high amenity value make to the

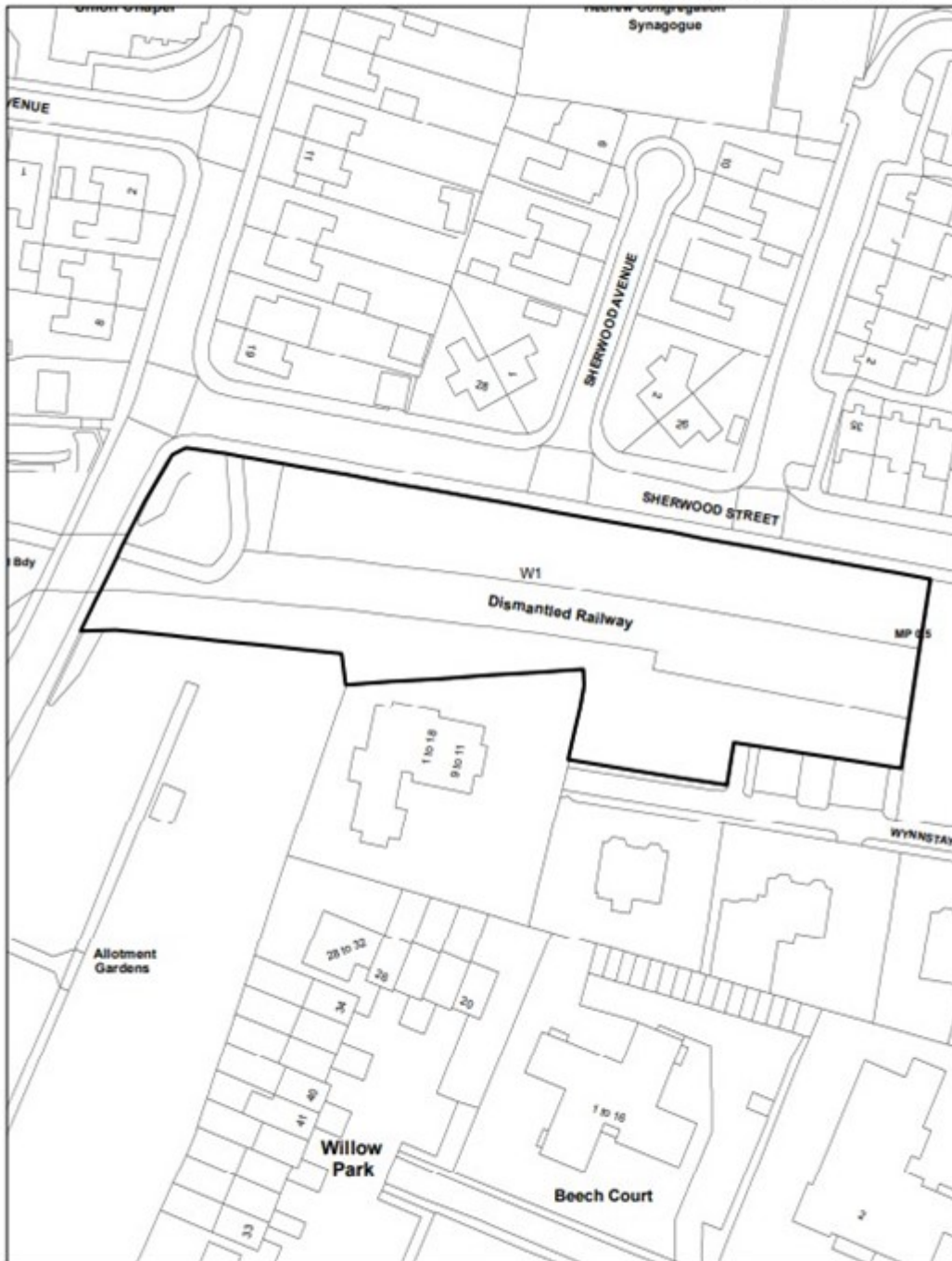
area and some of these concerns can be alleviated through agreed appropriate pruning works.

Human Rights Act 1998 considerations

This Tree Preservation Order needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the 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. Article 8 and Protocol 1 Article 1 confer(s) a right of respect for a person's home and a right to peaceful enjoyment of one's possessions, which could include a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the residents/objectors and other occupiers and owners of nearby land that might be affected may be interfered with but that interference is in accordance with the law and justified by being in the public interest and on the basis of the restriction on these rights posed by confirmation of the Tree Preservation Order 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.

8.0 Recommendation.

The Head of Planning recommends that the Planning and Highways Committee instruct the City Solicitor to confirm the Tree Preservation Order at land at Wynnstay Grove/Sherwood Street, under Section 199 of the Town and Country Planning Act 1990, and that the Order should cover the trees within the woodland (W1) as plotted on the plan attached to this report.



Land at Sherwood Street/Wynnstay Grove Tree Preservation Order 2023

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