

Application Number	Date of Appln	Committee Date	Ward
121467/FO/2018	20th Aug 2019	19th Dec 2019	Piccadilly Ward

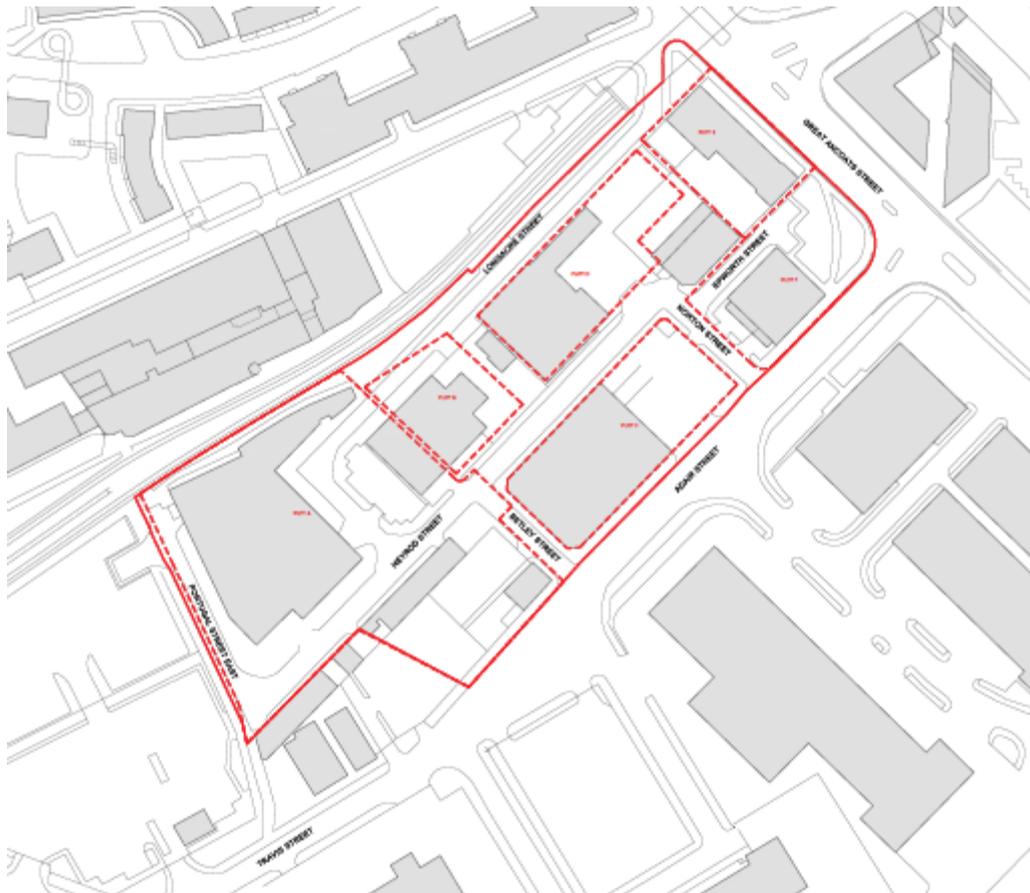
Proposal Phased demolition of existing buildings including those within Plots A to E and delivery of public realm (including hard and soft landscaping, tree planting and street furniture), including a public square, highways improvements and associated works.

Location Land Bounded By Adair Street, Portugal Street East, Longacre Street & Great Ancoats Street, Manchester, M1 2WX

Applicant Portugal Street East Limited, C/o Agent,

Agent Mr John Cooper, Deloitte LLP, PO Box 500, 2 Hardman Street, Manchester, M60 2AT

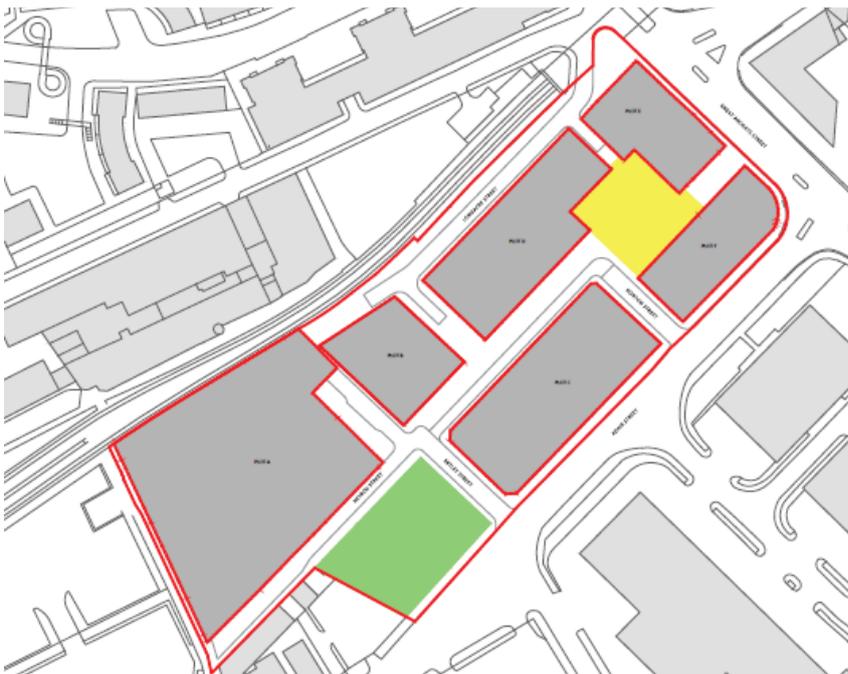
DESCRIPTION OF SITE





Portugal Street East SRF Boundary

The proposal relates to the land within the Portugal Street East (PSE) SRF boundary roughly bounded by Adair Street, Portugal Street East, the Piccadilly – Ashton under-Lyne Metrolink line and Longacre Street and Great Ancoats Street (0.91 hectares). The site comprises a mix of highway land and hardstanding with car parking and service areas and buildings which include a single storey building close to the junction of Norton Street and Epworth Street, a complex of buildings occupied by the GMB Group, 1 and 2 storey buildings adjacent on Heyrod Street opposite Rammon House, Victoria Buildings on Great Ancoats Street and a 2 storey complex on Heyrod Street adjacent to Rammon House.



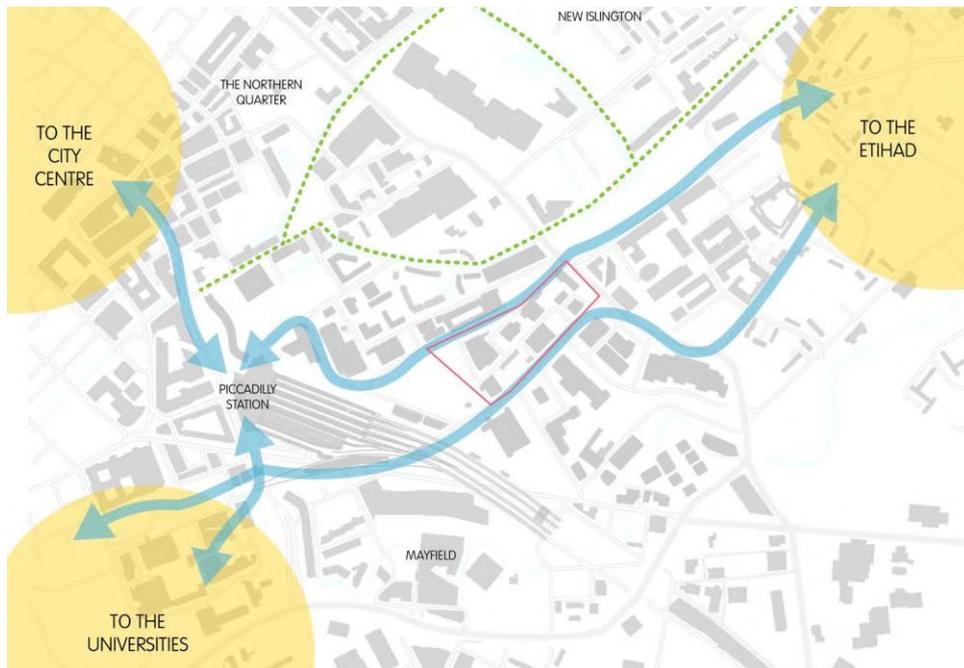
SRF Plot Boundaries

The Portugal Street East Strategic Regeneration Framework (SRF) is a material consideration and helps to define the context for determining planning applications. It includes six development as set out above. An application relating to Plot A (ref no 121099) with adjacent public realm and a public park also under consideration by the Committee.

The area is dominated by light industrial uses with some office buildings which have either a fenced off car park or compound area. Much of the area has degraded over recent years and the streetscape is poor.

Crusader Works, a grade II listed building is being converted to apartments (ref: 113363/FO/2016 and 113364/LO/2016) with a 10 storey new build apartment building. Permission has been granted (ref no 122599/FO/2019) for a part 13 / part 14, 275-bedroom hotel at the junction of Adair Street and Great Ancoats Street.

The nearest homes are to the north of Great Ancoats Street and around the Ashton Canal. There are surface car parks around the site and a multi-storey car park adjacent to Piccadilly Station.



The SRF Area is located in a highly accessible location close to Piccadilly Station and the Inner Relief Route with good linkages to all forms of sustainable transport. Pedestrian movement tends to be around the outside as the environment discourages footfall. Longacre Street, Heyrod Street and Adair Street lie on a strong north-east to south-west axis but 20th century developments have cut off wider connections with these streets and east west movement is convoluted. The area is largely dominated by traffic. This disjointed urban grain creates a poorly defined streetscape that is fragmented and uninviting.

The site falls within Flood Risk Zone 1 (low risk) and is within a critical drainage area. It is adjacent to several Strategic Regeneration Framework areas including HS2; Piccadilly Basin; Mayfield; Ancoats & New Islington Neighbourhood Development

Framework; Holt Town Regeneration Framework; and Kampus. The site and many of the above areas sit within the HS2 Strategic Regeneration Framework, which will deliver significant redevelopment around station. The Portugal Street East SRF (PSE SRF) will be the first regeneration area to emerge.

Land to the south and east of the site falls within the HS2 safeguarding area; however, no part of the safeguard area falls within the redline boundary. It is expected that the safeguarded land would facilitate the construction of HS2 and subsequently be redeveloped for commercial uses.

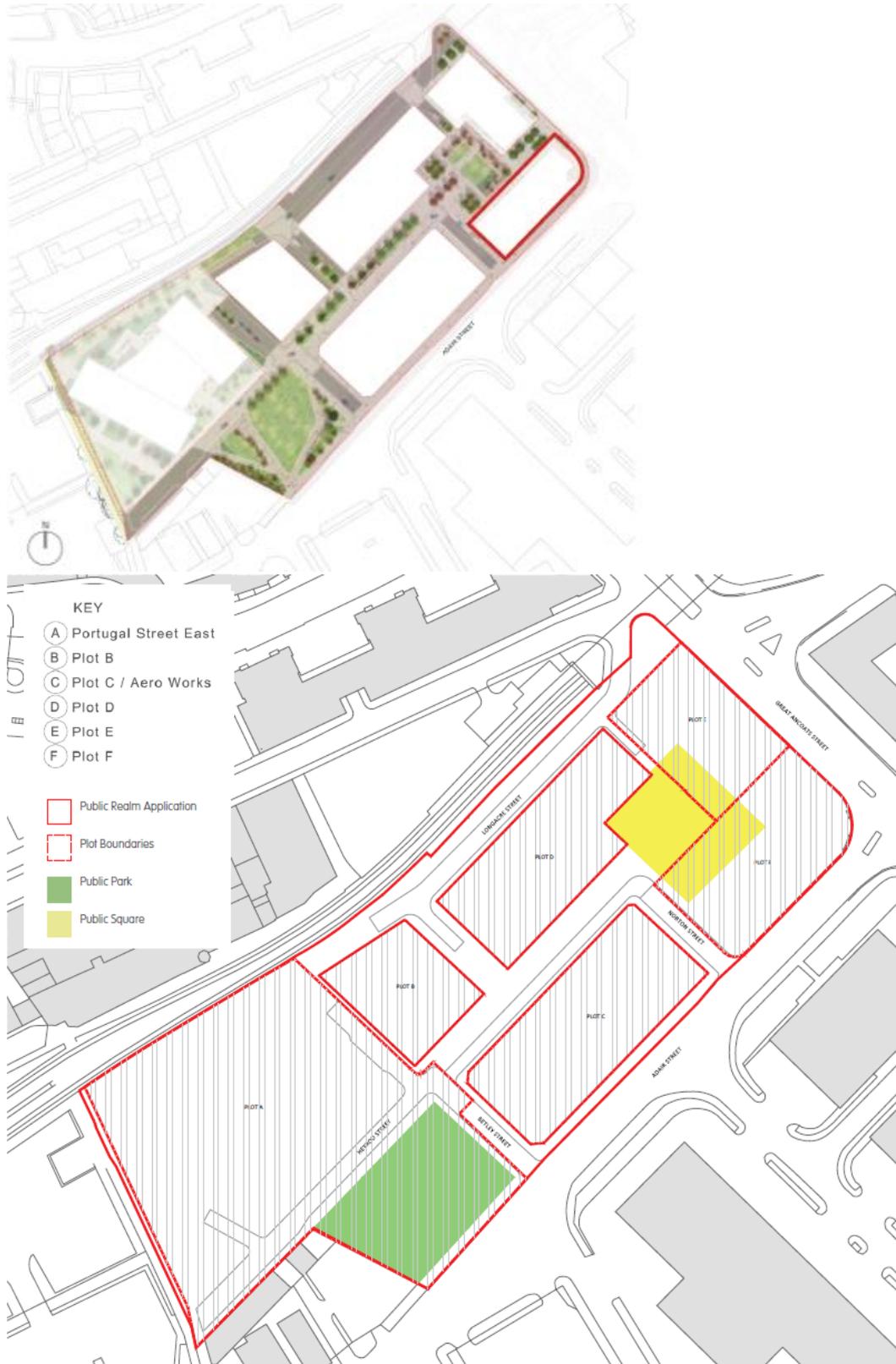
DESCRIPTION OF PROPOSALS

Consent is sought for public realm improvements within the SRF boundary. The design would create vibrant, and welcoming public streets and spaces. The proposals in addition to the 'Green' proposed by application ref no 121099 would create of improved public realm and includes:

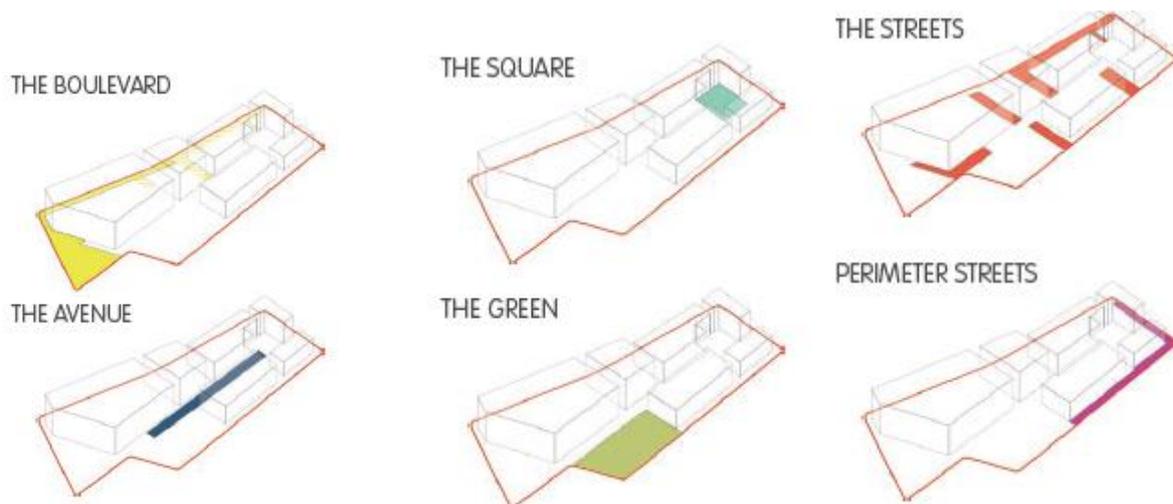
- Rationalising pavement levels following a comprehensive re-surfacing of the area with both new bespoke paving and the provision of soft landscaping.
- Creating a public square between buildings on plots E and F (the 'Square').
- Improved pedestrian and cycle connections.
- Installation of new street furniture, cycle spaces, feature lighting and bollards for safety and security.

Whilst the vision is aimed at creating a unified public realm, subtle variations in character have been developed and the overall design has sought through an expression of six differing typologies (illustrated below), to create a public realm which through the varied typologies would create interest and place making identify

Illustration of development plots in context of wider proposed public realm (approved hotel edged in red)



The Green (Park – Plot A) and Square



These spaces would be linked by a spine of public realm with active edges. Traditional streets would link into this central spine allowing connectivity to surrounding areas. New buildings address the new public spaces.

A green route would be created alongside the tram lines with soft and hard landscaping. It would have open lawns and tree planting to draw users into the heart of the site. Longacre Street would be resurfaced to improve its appearance but would remain as a traditional two-way street. Grass verges would contain seasonal bulb planting and native tree planting.

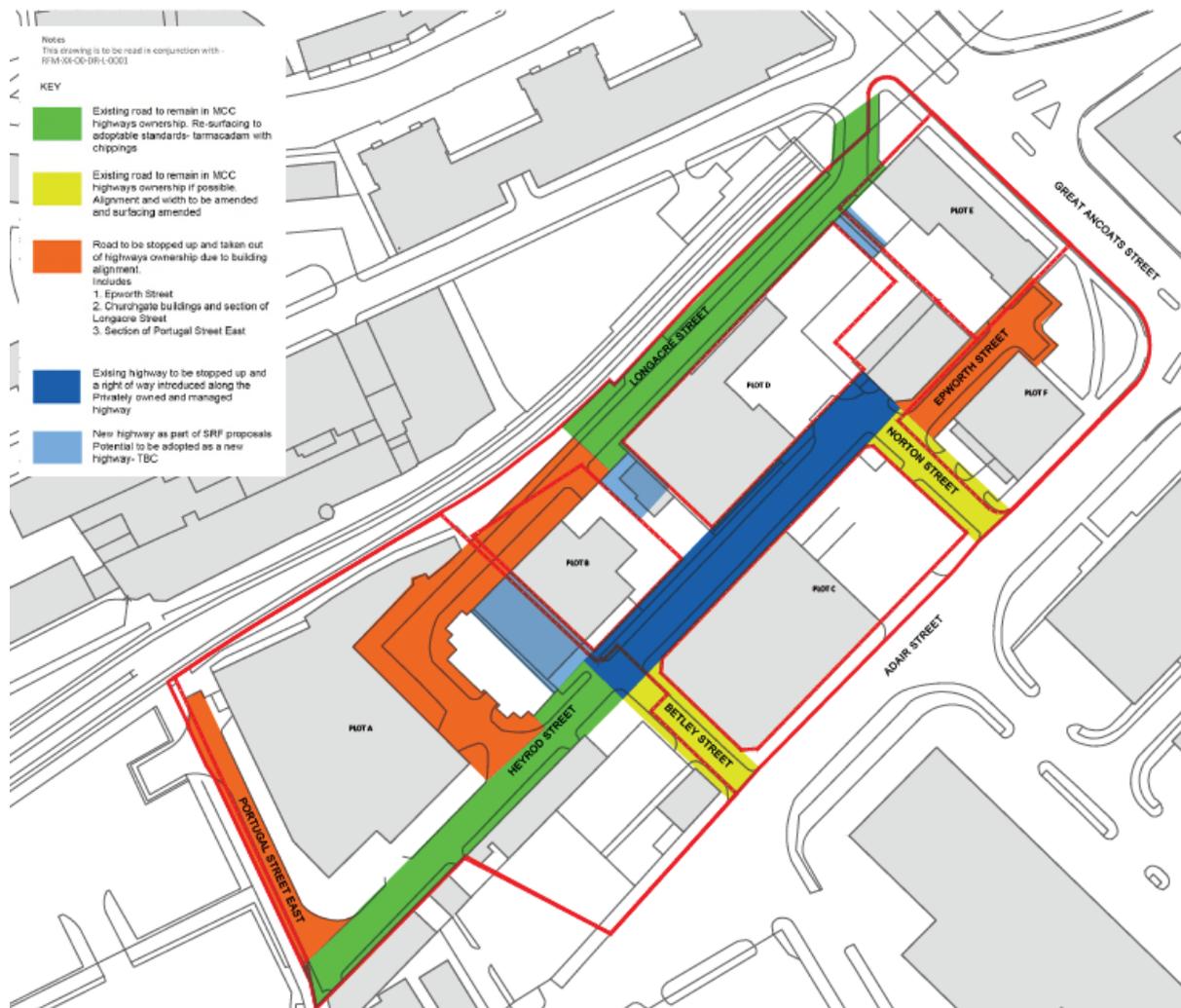
A linear park would be the core pedestrian route through the area. It would have tree planting, lawns and simple planting blocks and would link to other landscaped areas. There would be active and more passive spaces with seating and tree planting to encourage social interaction. The main building entrances would face onto this route.

Heyrod Street would be surfaced to improve its appearance, a raised table would be included and it would become one-way. A clear stemmed avenue of trees would be planted and rain gardens would be introduced. The rain gardens would form part of the management of surface water run off (Suds) within the area but there is further potential for this to also be managed through the use of permeable surfaces, soakways, natural drainage (infiltration).

The 'Square' would be created at the north of the area and would act as a focal point for those travelling north through the area. It would become the main entrance to surrounding buildings and have active frontages to create a busy and vibrant square. There would be tree planting and an urban 'grove'. The square would have an active edge with seating clusters, catenary lighting and ornamental tree planting. A rain garden planting strip would act as a Suds element for the space picking up the surface run off for the surrounding paved areas.

Planting strips along streets in the area would create a softer and more pedestrian friendly streetscape and these could capture surface run off. There would be a mix of tarmac paving with coloured decorative chippings with reduced kerb heights (40mm), concrete block paving to footpaths and key crossing points surfaced in concrete.

As part of the proposals Epworth Street, adjacent to Churchgate Buildings and part of Longacre Street would be closed to prevent the development becoming a cut through. In addition, the current layouts of Heyrod Street and Norton Street would be altered.



The application also seeks permission for the phased demolition of all buildings within the application site excluding Aeroworks (Plot C) and the buildings previously granted prior approval for demolition under application ref no's 120090 and 124064.

Temporary hoardings would display artwork, graphics and information about the new area to secure adjacent sites as each phase comes forward. Temporary planting would be implemented as part of the first phases to establish character. The temporary trees would be transplanted into the final landscaping scheme. A lighting strategy would be developed to ensure that all carriageways are lit and fit for purposes and all footways are well lit and secure.

It is intended that the public realm and its ongoing maintenance, including that proposed under application ref no 121099, would be retained within a Management Company ownership rather than being the responsibility of the City Council.

In support of the application the applicants have stated the following:

- The proposals deliver the public realm infrastructure to underpin the emerging residential led mixed use neighbourhood. The proposals will transform the existing character of the SRF area from a network of roads surrounding light industry, to a residential community set within a new high quality public realm environment. The public realm proposals will establish a new quality benchmark within a part of the City Centre that has been identified for regeneration.
- The design responds to the surrounding context and emerging objectives and development principles of the overarching SRFs, whilst also ensuring an uncompromised approach is taken to delivery of a high quality landscaping scheme that appropriately balances high quality design, functionality and ongoing robust management.
- As the SRF area sits within a variety of landownerships and is an area of considerable developer interest, a key requirement of the SRF has been to ensure the comprehensive planning and delivery of the PSE area as a whole. This includes the funding, delivery and management of all public realm and infrastructure requirements needed to support the place making and other key ingredients of a successful high density neighbourhood and maximise regeneration outcomes

Land Interest - The City Council has a land ownership interest in the site and Members are reminded that in determining these applications they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land ownership interest

Consultations

Publicity – The occupiers of adjacent premises have been notified and they have been advertised in the local press as a major development, a public interest development, as affecting a right of way, and affecting the setting of a listed building.

No representations have been received.

Head of Highways- Has no objection and is satisfied that the scheme is unlikely to generate any significant network implications. They have recommended conditions relating to matters of detail and off site highways works.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - No objection but recommends conditions relating to the mitigation / management of any contaminated land and the management of glare and light overspill into residential properties.

HS2 – HS2 Ltd works to a Development Agreement made with the Secretary of State for Transport. Safeguarding aims to ensure that new developments along the route do not impact on the ability to build or operate HS2, or lead to excessive additional costs. The 6 June 2019 Safeguarding Directions has been issued to

protect the preferred Phase 2b route. A significant proportion of the site is within the limits of land subject to formal safeguarding directions and is identified as 'land potentially required during construction' and for provision of the Manchester Piccadilly High Speed Station multi-storey car park to the north of the new HS2 Station on Travis Street.

They are satisfied that their interests can be addressed and protected by the local planning authority if minded to grant consent in this case. With respect to work within the Consolidated Construction Boundary (CCB), including early utilities/highways works, they are satisfied that these operations could be controlled and co-ordinated by way of construction method statement/traffic management plan details being secured through planning conditions. This will ensure a collaborative and co-ordinated approach towards ongoing stakeholder engagement and approval of details by the local authority in liaison with HS2 Ltd prior to commencement of development. They have requested that a number of planning conditions and standard informatives if the Council is minded to grant consent.

Should the local planning authority be minded to approve the application contrary to the advice of HS2 Ltd and until the further engagement suggested above has taken place then the applications should, in accordance with paragraph 6 of the Safeguarding Directions issued on 6 June 2019, be sent together with the material specified in paragraph 7 of the Safeguarding Directions, to HS2.

TFGM (Metrolink) – Have raised concerns about, potential impact of the proposals on Metrolink Safeguarding Land (future modifications to accommodate HS2), and in relation to impact on existing Metrolink operations during construction. They have recommended that conditions are attached deal with their concerns.

Canal and Rivers Trust - Note that the Transport Statement recognises the value of the Ashton Canal for connectivity including use as part the National Cycling Route. They note that the Canal also provides links to the Etihad Stadium from the City Centre. In view of this they would like the use of appropriate wayfinding and signage within and off site to encourage and support the use of the Ashton Canal by residents.

Travel Change Team - Have no objections.

Greater Manchester Police (Design for Security) – Have no objection subject to the implementation of the recommendations of the Crime Impact Statement.

Greater Manchester Ecology Group – Have no objections and note that no significant ecological constraints have been identified. There was no evidence of bats and on this basis, no further information or measures are required other than a need to resurvey should development not come forward before April 2020. An informative should remind the applicants of their obligations under the Habitat Regulation.

In relation to Section 170 of the NPPF 2018 which states that the planning system should contribute to and enhance the natural and local environment they note that this phase of the development provides the main soft landscaping for all phases of

the development. Given that all phases are primarily hard standing and buildings, they are satisfied that the proposed public realm can lead to net gain across the entire site and contribute to the future phases when they come forward. Noting that the detail of proposed measures to deliver biodiversity enhancements are currently only concept proposals (which nevertheless they note do include some positive elements from an ecological perspective) they recommend that the detail is conditioned as part of a landscape and environmental management plan which should include biodiversity as one of its themes.

Flood Risk Management Team – Have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions should be attached to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives. They also require as part of a condition to be attached requiring details of phased approach to construction including submission of a detailed drainage strategy for each of the plots along with provision of the Suds requirements for the building plots to be contained within the public realm for each phase

Environment Agency – Have comments received.

United Utilities – No comments received.

Greater Manchester Archaeological Unit – The desk based archaeological study has identified archaeological interest as being: an 18th century field boundary, 19th century iron works, a coppersmith works with associated workers' housing and a small range of commercial buildings. Limited ground works for the scheme are proposed so most potential below-ground archaeological remains will not be impacted on. However, where there are deeper intrusive works such as tree pits, and ground works for the new square. Archaeological investigation and recording will be required. None of the above undesignated heritage assets warrant preservation in situ, but a programme of archaeological investigation and record is required. A condition should require further investigation with any such remains recorded.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC19, DC20 and DC26 for the reasons set out below.

Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

SO1. Spatial Principles - This development would be in a highly accessible location, close to good public transport links, and would thereby reduce the need to travel by private car. This would be sustainable development and help to halt climate change.

SO2. Economy – The new commercial uses would support economic growth. This and the landscaping would provide jobs during construction and permanent employment and facilities in the commercial units post construction.

S05. Transport - The proposal is in a highly accessible location and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

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

Relevant National Policy

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 6 & 7). Paragraphs 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. Paragraph 12 states that:

"Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14 and 15 of the NPPF for the reasons outlined below.

Paragraph 130 states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Paragraph 131 states that in determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design in an area, so long as they fit in with the overall form and layout of their surroundings

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus) and CC4 (Visitors, Tourism, Culture and Leisure) – The landscaping would support and deliver important economic and policy objectives. It would be close to sustainable transport provision, and contribute positively to the built environment. It would create a well-designed place that would enhance and create character. This would support sustainable development and high quality city living. The public realm would help to create a neighbourhood where people would choose to be and enhance the sense of place.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - The proposal would support the creation of a neighbourhood within the City Centre.

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The location is highly sustainable and contribute to sustainability and health objectives. The area is highly accessible being close to Piccadilly Station, Metrolink and Metroshuttle routes. The proposal would connect residents to open space and leisure facilities. The development would also include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy CC10 (A Place of Everyone) – The area would appeal to a wide range of residents and visitors and would provide facilities for family-oriented activity.

NPPF Section 7 (Requiring Good Design)- The proposals would address many of the negative aspects of the current street level environment contributing positively to place making which would bring significant regeneration benefits.

NPPF Section 8 Promoting healthy communities - The proposals as part of the wider delivery of the associated development plots within the PSE SRF Area would help to integrate the public realm into the locality and increase levels of natural surveillance.

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

Section 10 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The site is highly sustainable. The surface water drainage from the proposal would be managed to restrict it to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre development rates as a minimum. The proposed materials have been selected as durable and able to withstand the function and use of the public realm.

The drainage network would be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be

controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase (climate change).

The surface water management will be designed in accordance with the NPPG and DEFRA guidance in relation to Suds

NPPF Section 11 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information submitted with the application has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise, waste, biodiversity and lighting and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. Drainage would be improved to overcome current potential for flooding during extreme rainfall events.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal should exploit opportunities for improving the quality and function of G&BIS and this is discussed in more detail below. There would be no adverse impacts on blue infrastructure.

DC22 Footpath Protection - The proposals would improve pedestrian routes within the local area through enhanced planting and repaving.

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

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

The above issues are considered in detail in below.

Other Relevant City Council Policy Documents

Climate Change

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

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

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

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

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

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) - This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds

upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

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

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD reflects the growing recognition of the importance of well-designed and well maintained neighbourhoods in supporting sustainable development and neighbourliness. It aims to support and enhance the ongoing shaping of the city by providing a set of design principles and standards that MCC expects new development to achieve, including inclusive design and access, and quality linkages.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – The transport node plays a critical role in the city's economic regeneration. Significant investment is focused around Piccadilly Station and an SRF in 2018 aims to create a major new district based around a world class transport hub. The overarching objectives are to improve the attractiveness of the area to investment; improve physical connections and permeability; and provide destinations for social and cultural activity.

It is considered that the proposals would align with the vision and objectives set out within the SRF such that it would contribute positively to the delivery of strategic regeneration objectives. This alignment is discussed in more detail later in this report

Portugal Street East Strategic Regeneration Framework (SRF) 2018 - The Portugal Street East SRF is adjacent to the proposed HS2 station entrance. The SRF aims to secure comprehensive delivery including areas of high quality public realm and other infrastructure between development plots.

Appropriate locations for new public space have been identified within the SRF. It is considered that the proposals would align with the vision and objectives set out within the SRF such that it would contribute positively to the delivery of strategic regeneration objectives. This alignment is discussed in more detail later in this report

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

travel and key priorities over the next few years in each of the city centre neighbourhoods and describe the partnerships in place to deliver those priorities

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

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

The proposal would be complementary to the realisation of the opportunities set out above. It would start the process of establishing a sense of place within the Portugal Street East Neighbourhood. It would along with other pipeline developments within the SRF area start the process of delivering the network of public spaces which the Plan envisaged to provide strong connections between Piccadilly and the communities of East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of how to animate streets and spaces.

It states that residential design should always make a positive contribution to Manchester's streets and spaces to make *a safe and inviting place for everyone*

It sets our requirements for well-considered public realm as an integral as part of all new residential developments and is critical in ensuring that Manchester's neighbourhoods are attractive, vibrant and successful.

It states that the design of the public realm can have a significant impact upon how spaces between buildings are used, on who uses them and also how frequently. During the day, street furniture encourages adaptable and flexible use, encouraging people outside and helping to establish a sense of place. In the evening, lighting has a significant part to play in ensuring that neighbourhoods, blocks and streets function well and feel safe.

It stresses the importance of ensuring that public realm is designed with management and maintenance in mind. Without successful management, well designed spaces can have the tendency to have a negative impact on the environment and by association, the people and community that surround it.

The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Other National Planning Legislation

Legislative requirements

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

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

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

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

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

The application is supported by the following documents:

Design & Access Statement (including lighting strategy); Archaeological Assessment; Demolition and Construction Management Plan; Crime Impact Statement; Flood Risk Assessment & Surface Water Drainage Statement; Phase 1 Ground Conditions Report; Public Realm Management and Maintenance Strategy; Ecology Assessment (including Preliminary Bat Survey); Topographical Survey; and Transport Statement.

The Schemes Contribution to Regeneration – The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. There has been a significant amount of regeneration activity in Piccadilly over the past 20 years as a result of private and public sector investment. Major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange on Aytoun Street. This will continue as new opportunities are presented by investment in HS2 and the successful regeneration within the City Centre Core continues to expand to it's the eastern and northern fringes forging stronger connections with the existing and planned neighbourhoods beyond.

The vision for the PSE SRF Area is to shape and realise the city's ambitions to regenerate and transform the neighbourhood surrounding Piccadilly train station and create a sense of place for the area. As the SRF area sits within a variety of landownerships and is an area of considerable developer interest, a key requirement of the SRF has been to ensure the comprehensive planning and delivery of the PSE area as a whole which includes areas of public realm between the development plots identified within the SRF. This includes the funding, delivery and management of all public realm and infrastructure requirements needed to support the place making and other key ingredients of a successful high density neighbourhood and maximise regeneration outcomes

The application is being considered alongside an application for a residential scheme and consent has also been granted for a hotel. Each plot would deliver its own public realm within its site boundaries and it is intended that the public realm proposed within this application would be delivered on a plot by plot basis alongside the delivery of developments on future Plots. This will be a condition of any consent granted to ensure that areas of associated public realm for which this application seeks consent, are delivered alongside each development plot.

The Station is a large physical barrier and the provision of safe, well-lit pedestrian connections would increase permeability and pedestrian accessibility, especially through and under Station. The proposals would support the creation of a new, distinctive neighbourhood and deliver important physical linkages.

The proposals would deliver a substantial public square towards Great Ancoats Street reflecting the vision set out within the HS2 SRF. The 'Square' would be part of a wider public realm network within the wider HS2 SRF area, connected by pedestrian and cycle friendly routes.

The proposals would alongside the delivery of the 6 development plots within the SRF Area transform the existing character of the SRF area from a network of roads surrounding light industry, to a residential community set within a new high quality public realm environment. It would create employment during construction, would improve the environment within the application site as an integral part of the wider SRF Area and deliver safe and healthy living conditions underpin the emerging residential led mixed use neighbourhood helping to promote sustainable economic growth.

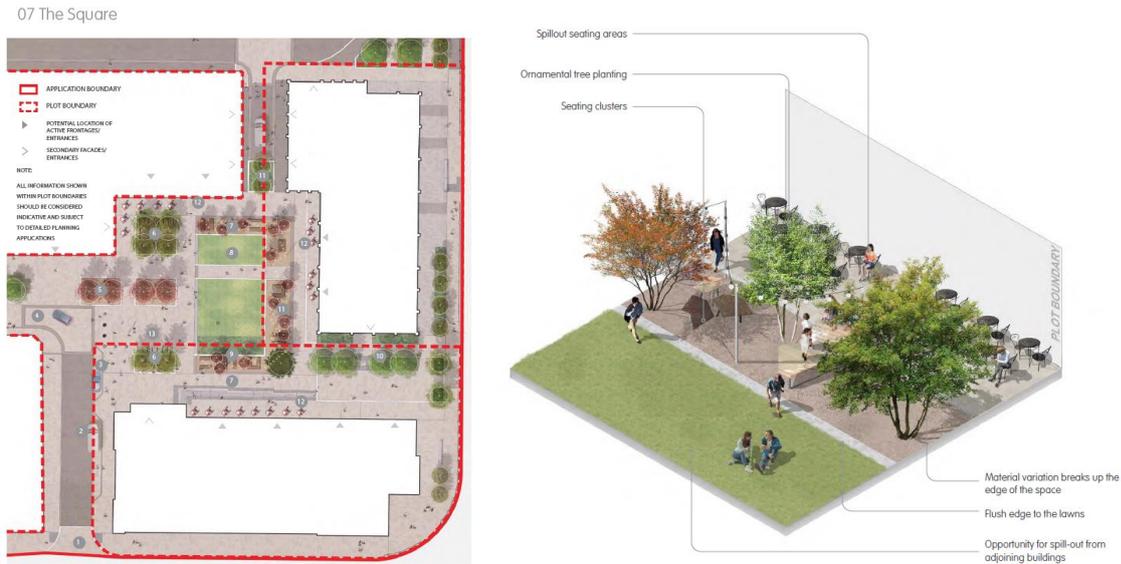
Design and Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment, Air Quality and Crime and Disorder

A well-designed public space that encourages social interaction to be open and accessible to all communities and be connected into the movement network. The SRF identifies the importance of the high quality, safe and accessible streets that cross the area as part of the regeneration of this area. A range of public spaces should provide shared outdoor public amenities across the area.

New landscape and public realm would be provided around the development plots which would improve the public realm including street trees, planters, grassed areas, street furniture and new high quality pavements.

The public realm design would establish a range of vibrant, and welcoming public streets and well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion.

07 The Square



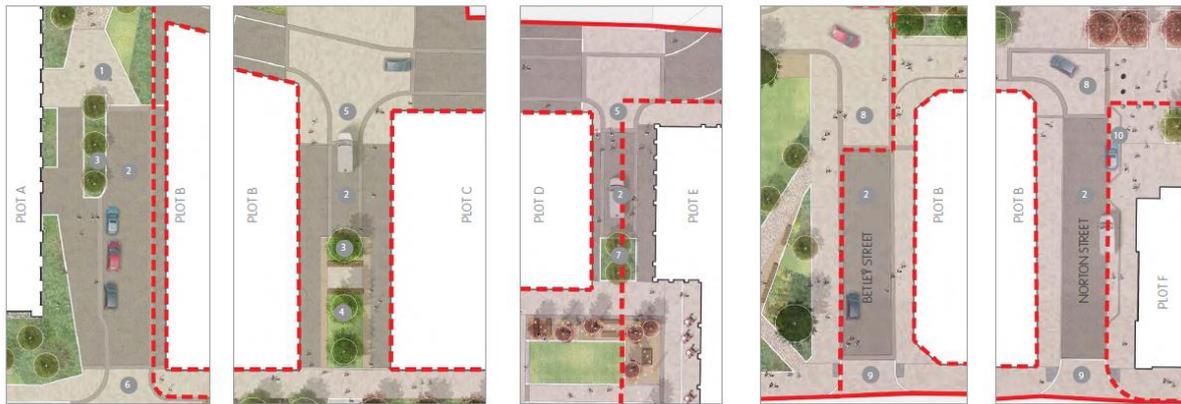
The new public square at the north would engage with the active frontages that would surround it. This Square would encourage interaction amongst residents and visitors and facilitate a range of activities and events.

05 The Avenue

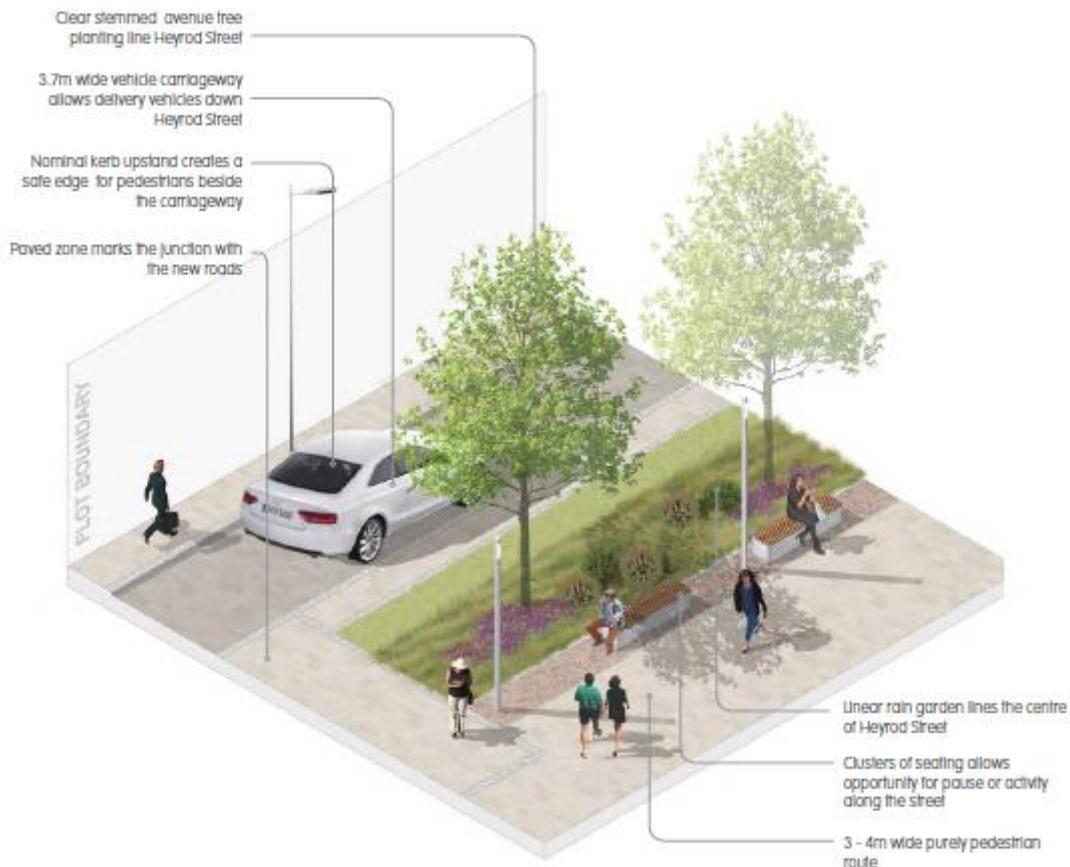


The 'Avenue' would be the core pedestrian route through the area acting as a linear park. It would spread the green character and link the Green and the Square. This would provide active and passive spaces with seating and tree planting with formal and informal play, exercise and rest.

This would create a softer and greener environment in contrast to the existing hard post-industrial feel of the area. The edges of the SRF Area would be open and contribute to the external streetscape through activation and greening.



Street trees and street lighting would reinforce character and the relative importance of routes. There would be a consistent palette of hard materials, planting and street furniture to create a public realm which is legible and defines a distinctive identity for the area.



The streets and spaces would be overlooked allow to natural surveillance and feel safer. The increased footfall, additional residents and the improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

This proposal would connect into existing routes and movement patterns and provide north-south and east-west connections between the city centre, Piccadilly Basin, the

HS2 masterplan and key transport infrastructure, with regeneration areas in Ancoats and New Islington

Archaeological issues

Greater Manchester Archaeological Unit believe that remains of an 18th century field boundary, 19th century iron works, a coppersmith works with associated workers' housing and a small range of commercial buildings may survive. They recommend targeted archaeological excavation, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance and this should be a condition of any consent granted.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

The site has no designation for nature conservation and the proposals would have no adverse impact on any statutory or non-statutory designated site for nature conservation. No habitats within the site are species-rich or indicative of semi-natural habitats. No habitats are representative of any Priority Habitats. No invasive species, as listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), are present within the site.

No bats or signs of bats were detected at any of the buildings which would be demolished to which access was gained (1,3 and 7). The buildings do not support features suitable for use by roosting bats and therefore the presence of roosting bats at the site has been reasonably discounted. Further surveys are required to determine the presence or absence of roosting bats at Buildings 4, 5, 6, 8 and 9 are required and the carrying out of these prior to the demolition of those buildings being implemented.

The shrubs and scrub within the site provide suitable habitat for nesting and foraging passerine bird species. No signs of barn owl or black redstart, both Schedule 1 species of the Wildlife and Countryside Act 1981 (as amended), were detected during the survey. No evidence of, or opportunities for, other protected species have been identified.

Whilst these habitats within the application site are locally common and of limited ecological value they are of value at the site level as they contribute to the structural diversity and habitat connectivity across and around the site, in a landscape dominated by urban development. However, it is considered that appropriate landscape planting could compensate for the loss.

The implementation of measures to provide mitigation for habitat loss and to improve biodiversity are included within the submitted Ecology Report and should be a condition. An ecologist can advise on further ways to provide enhancements, in addition to mitigation, to improve the wildlife value of the development and contribute towards a net gain in biodiversity such as additional bird and bat boxes and additional plantings including night scented species to provide foraging habitat for bats and nesting habitat for birds. Native, nectar rich plants that attract insects would

be recommended as they would enhance foraging opportunities for bats in the local area for suitable species.

The public realm includes tree planting and areas of soft landscaping and would improve biodiversity and form corridors which enable natural migration through the site. The increase in green infrastructure would increase opportunities for habitat expansion leading to an improved ecological value within the local area. A condition would require agreement of the details of this.

The species selected is varied and picks up a range of species including native Scots Pine. Liquidamber has a good tolerance to urban environments, is hardy and can thrive in a mix of soil conditions. Rowans and hawthorns produce berries and could both be considered within the park. Further consideration of species can be picked up in the next stage of design with final details to be a condition of any consent granted.

Column mounted fittings would have cowls to prevent unnecessary light spill and negative impacts on any foraging bat species.

Flood Risk and Sustainable Urban Drainage Strategy (Suds)

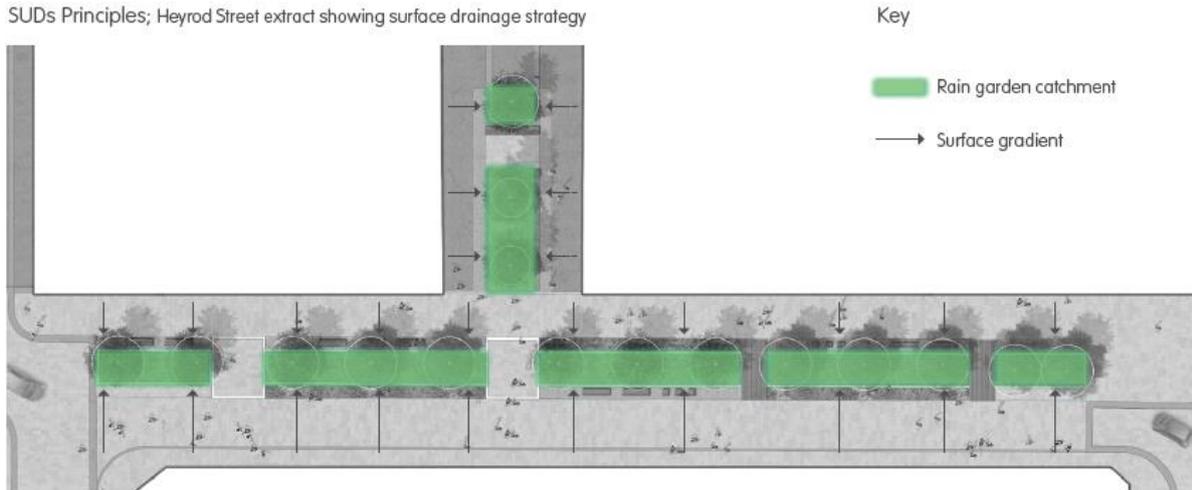
The site is in Flood zone 1 and is low risk site for flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development.

The development with the exception of the adopted highways and the drainage system would be designed to cope with intense storm events up to and including the 1 in 100-year storm return period, which includes an allowance of 40% additional rainfall for climate change. The profile of the hard standing which surrounds the building would convey water away from it.

Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates.

The importance of surface water management has been brought to the fore over recent years with the need to mitigate the impacts of climate change and urbanisation, such as increased rainfall intensity and consequent surcharging of existing infrastructure and flooding and also to enhance the quality of water entering receiving water bodies.

SUDs Principles; Heyrod Street extract showing surface drainage strategy



Sustainable Drainage Systems (SuDS) reduce the rate and volume of water which runs off hard surfaces (in particular) with the aim of replicating as closely as possible the pre-developed condition where water would be slowed by vegetation, soak into soils and be absorbed by plants.



Diagram illustrating the opportunities for attenuation and surface water collection through rain gardens

The Suds strategy looks to utilise the green spaces to collect, store, convey and filter surface water run-off from the hard paving. A series of “raingardens” are proposed consisting of level areas of planting with the growing medium set slightly lower than the adjacent surface. Hard surfaces would fall towards them with water stored within the raingarden before being absorbed by the plants. The rainfall from more frequent, lower intensity storms should not enter the drainage network. Water from extreme events can be stored before discharging at a controlled rate to the drainage network. This would have a positive impact on the quantity and quality of water entering the drainage network and contribute to biodiversity and amenity of the public realm

Additional rainwater management through infiltration which could include use of permeable surfaces, soakways and infiltration trenches can be explored further and secured through a condition. The other method being considered as part of the

SUDs strategy is interconnecting tree pits. This enables the utilisation of the sub soil and rooting zone as part of the storage capacity.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the relevant policy principles.

Contaminated Land Issues

A phase 1 Geo- environmental Report (Desk Study) has assessed geo- environmental information based on desktop / published sources, a site walkover survey.

There could be unexploded ordnance (UXO) within the shallow and deeper made ground and natural strata across the site and may pose a risk to construction workers (explosion) in the short term during the excavation and drilling through of made ground materials. Workers would have to be protected during the intrusive investigation and redevelopment.

The site is located within a relatively low risk environmental setting and is unlikely to be impacted or affected by nearby current or historic industrial activities. The Principal Bedrock Aquifer would have to be taken into consideration during the development of a foundation solution and it would be necessary to avoid contaminate migration pathways during piling works.

Mitigation measures may be required to deal with on-site contamination. With these measures in place, the site would present a low risk to future site users and construction workers.

A condition would require a full site investigation and remediation measures to be submitted and agreed.

Highways, servicing and cycle Parking

Vehicular access has been rearranged to create a safe, open space for pedestrians to sit and walk through and this will be supported by improving visual and physically connectivity within and through the Site.

The retention of Longacre Street as a key part of infrastructure provides access for service vehicles and would further reduce the necessity to use Heyrod Street as a key vehicle route.

Conditions requiring the agreement of a final service management strategy would be attached to any consents granted and a programme of off-site highways works including pavement reinstatements and finishes would be attached to any consent granted. The Head of Highways has no objections subject to compliance with these conditions.

Summary of Climate Change Mitigation / Biodiversity enhancement

Ecosystems play an important role in regulating climate. Biodiversity and ecosystem services help us to adapt to and mitigate climate change. They are therefore a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and so more able to maintain the supply of ecosystem services on which our prosperity and wellbeing depend. The underlying principle of green infrastructure is that the same area of land can frequently offer multiple benefits if its ecosystems are healthy.

The public realm and street trees would provide green infrastructure enhancements and should improve biodiversity and enhance wildlife habitats in the urban area with opportunities for the green infrastructure to link to established wildlife corridors forming links between the nearby Medlock Valley with the City Centre as well as the planned park at Mayfield. Opportunities to enhance and create new biodiversity within the development, such as bat boxes and bricks, bird boxes and appropriate planting would be investigated and all of these measures would be included in planning conditions.

Details of tree species, tree pit specifications, size and potential for making the trees Suds enabled would be explored further through the discharge of conditions to be attached to any consent granted.

Overall subject to compliance with the above conditions it is considered that the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location.

The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- Delivery of new areas of public realm and lead to significant improvements in user's physical and mental health;
- Promote regeneration in other areas;
- The proposal would not cause harm to the natural environment and would reduce carbon emissions through design;
- Help to foster a sense of community through creating opportunities for people to come together in a natural setting, within the proposed public realm;
- Help to reduce crime through an increase in activity within the area and consequent improvements in passive surveillance;

- Will improve legibility to the north east of Piccadilly Station for pedestrians arriving in the city increase the attractiveness of routes within the PSE SRF Area for pedestrians;
- Will provide help to support access to services and facilities via sustainable modes of transport, such as through cycling and walking by creating an environment which is more conducive to supporting these forms of active travel.;
- Will not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Will not have a detrimental impact on protected species;

CONCLUSION

The proposal would deliver the vision, objectives and development principles contained within the Portugal Street East SRF which would include the delivery of place making objectives and substantial public realm. This would, along with the recently approved Hotel on Adair Street start the process of establishing this new City Centre Neighbourhood.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would regenerate an area which is principally characterised by a poor quality environment and deliver a high quality environment with place making benefits which will support the regeneration of this emerging City Centre Neighbourhood whilst seeking to maximise positive environmental outcomes in relation to biodiversity enhancements and surface water management.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on-going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) Dwg RFM-XX-00-DR-L-0000 (Site Plan) Rev PL01;

(b) Dwgs RFM-XX-00-DR-L-0002 (General Arrangement Plot 1 Phase 1) Rev P01, RFM-XX-00-DR-L-0003 (General Arrangement Plot 1 with SRF) Rev PL05, RFM-XX-00-DR-L-0004 (SRF Plot Arrangement) Rev P01, RFM-XX-00-DR-L-0005 (Boulevard edge constraints) Rev PL02 RFM-XX-00-DR-L-0006 (Illustrative Sections-AA-BB) Rev PL03, RFM-XX-00-DR-L-0007, Soft Landscape GA (PL05), RFM-XX-00-DR-L-0008 (Illustrative Sections-CC-DD) PL03, RFM-XX-00-DR-L-0009 (Hard Landscape GA) Rev PL03, RFM-XX-00-DR-L-0010 (Temporary Works to Park) Rev P01, RFM-XX-00-DR-L-0011 (Planting Strategy) Rev PL01, RFM-XX-00-DR-L-0012 (Hardworks Strategy) Rev PL01, RFM-XX-00-DR-L-0014 (Sequencing Plan) Rev PL02, RFM-XX-00-DR-L-0015 (Phasing Plan) Rev PL01, RFM-XX-00-DR-L-8001 (Typical Tree Details) Rev PL02, RFM-XX-00-M2-L-0002 (Working Drawing) Rev PL03 and RF17-475-IN09 (Landscape & Public Realm DAS Chapter) Rev PL02

(c) Dwg 64313-CUR-00-XX-DR-TP-06013 (Stopping Up Plan) Rev P01

(d) Recommendations in sections, 3, 4 and 5 and 6 of the Crime Impact Assessment Version C dated 29/01/19;

(e) Details within pages 63-69 and 91 -103 of the Design and Access Statement by Reform August 2019 Rev PL03;

(f) Archaeological Desk-based Assessment, July 2018 Portugal Street East, Manchester by the University of Salford;

(g) Measures and recommendations within Flood Risk Assessment & Surface Water, Drainage Statement, Portugal Street East, Manchester for Portugal Street East Ltd 13th June 2017;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan policies DC18.1 DC19.1, DC20 and DC26.1.

3) No development shall take place within Plot E until the developer has demonstrated to the satisfaction of Transport for Greater Manchester that the proposed works will not have an adverse effect on the Great Ancoats Street Underpass. In order to demonstrate this, the detailed design (including the results of any structural surveys) and the proposed tunnel monitoring regime during the development construction must be submitted to and approved in writing by the Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason: To safeguard Metrolink infrastructure pursuant to Core Strategy Policy DM1.

4) If during works to demolish buildings 1,3 and 7 as identified within Portugal Street East, Manchester M1 2WW, ECOLOGICAL SURVEY AND ASSESSMENT (including a Licensed Bat Survey), October 2018 by ERAP (Consultant Ecologists) Ltd ref: 2018-297 hereby permitted any sign of the presence of bats if found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

Reason - To ensure the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

5) Before any demolition of buildings 4,5,6, 8 and 9 hereby approved as identified within the Portugal Street East, Manchester M1 2WW, ECOLOGICAL SURVEY AND ASSESSMENT (including a Licensed Bat Survey) October 2018 by ERAP (Consultant Ecologists) Ltd ref: 2018-297 commences a survey to establish the presence of bats within each building and any necessary mitigation for the loss of bat roosts shall be submitted to an approved in writing by the City Council as Local Planning Authority.

Reason - To ensure the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15.

6) Conditions 7 to 26 inclusive of this planning permission shall apply separately to each of the different phasing zones of the site (Plots A to F) as defined on a drawing RFM-XX-00-DR-L-0014 S1 PL04

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

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

- *Display of an emergency contact number;

- *Details of Wheel Washing;

- *Dust suppression measures;

- *Compound locations where relevant;

- *Location, removal and recycling of waste;

- *Routing strategy and swept path analysis;

- *Parking of construction vehicles and staff;

- *Sheeting over of construction vehicles;

Mitigation against risk of accidental spillages into watercourses

- *Communication strategy with residents and local businesses which shall include details of how there will be engagement, consult and notify them during the works

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

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

8) The demolition of the existing buildings on the site as detailed in the PORTUGAL STEET EAST DEVELOPMENT - STRATIGIC REGENERATION FRAMEWORK, PUBLIC REALM SCHEME, DEMOLITION, CONSTRUCTION METHODOLOGY & PROGRAMME, (DCMP)

03.10.2018 shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

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

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

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

9) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwg numbered RFM-XX-00-DR-L-0009-PL02 shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

- (a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on-going maintenance;
- (d) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;
- (e) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);
- (g) Street lighting around the site (which includes for consideration of older and disabled people);
- (h) Details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within the PSE SRF Area with Piccadilly Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);
- (i) A strategy for the management and maintenance of the Public Realm areas hereby approved;
- (j) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all;
- (k) Details of facilities for assistance dogs;
- (l) Dimensions of City Car Club Spaces; and
- (m) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Dwg RFM-XX-00-DR-L-0014 S1 PL04.

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

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

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

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

b) When the development 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.

11) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to

and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the hotel first commences.

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

12) Notwithstanding the details as set out within condition 2 no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to discharge the above drainage condition the following additional information has to be provided:

*Maximise use of green SuDS in design to include consideration of rain gardens, use of permeable surfaces, Suds enabled tree pits, soakways and infiltration trenches;

*Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building. Hydraulic calculation needs to be provided;

*Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

*Construction details of flow control and SuDS attenuation elements.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

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

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

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

14) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

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

1. A phased programme and methodology of investigation and recording to include:

- historic building assessment
- informed by the above, a historic building survey
- archaeological evaluation
- targeted archaeological excavation (informed by the above and subject to a new WSI)
- archaeological watching brief

2. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.

3. A heritage display on the history and archaeology of the area

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

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

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

GMAAS will monitor the implementation of the archaeological works on behalf of Manchester Planning Authority.

16) Prior to commencement of development details of how the proposals will comply with the recommendations within the Crime Impact Statement VERSION A: 04.10.18 shall be submitted to an approved in writing by the City Council as Local Planning Authority. The development shall only be carried out in accordance with these approved details. Within 3 months of the completion of the works written confirmation of a secured by design accreditation shall be submitted to 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

17) Prior to implementation of any proposed lighting scheme details of the relevant scheme (including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of occupants within this and adjacent developments) shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

18) Before development commences final details of the service management plan in relation to both refuse collection and deliveries as set out within P73 of the Design and Access Statement by Reform August 2019 Rev PL03 (Plots B-F) shall be submitted to an approved in writing by the City Council as Local Planning Authority. This should cover the frequency and dimensions of vehicles requiring access to the site, along with final details of the location for loading/unloading.

The development shall thereafter be fully implemented in accordance with these details.

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

19) Notwithstanding the details contained within condition 2 above, prior to the commencement of development a review of TRO's within the site which would be affected by the development, a scheme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

(a) Final details of associated highway works for each plot as detailed in Pages 65 to 69 and 91-97 of the Design and Access Statement by Reform August 2019 Rev PL03; and

(b) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management.

The approved scheme shall be implemented and be in place prior to the first occupation of the hotel element within the final phase of the development hereby approved.

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).

20) No development shall take place until the scope and specification of vehicle incursion protection to be installed along the boundary of the development which is shared with Metrolink has been submitted to, and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason: To protect Metrolink infrastructure, in the interests of highway safety and to safeguard the amenities of the locality pursuant to the provisions Core Strategy policy DM1.

21) No development shall take place until a scheme that demonstrates that access to the development can be maintained without the full use of Longacre Street has been submitted to and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason: To safeguard Metrolink and HS2 and ensure that the development can be adequately serviced for both routine and emergency purposes post HS2 and pursuant to the provisions Core Strategy policy DM1

22) The consent hereby granted assumes that no infrastructure or services relating to the development would be placed within the envelope shown on Dwg 378479-MMD-02-XX-DR-C-0132 Rev PO1 supplied by Metrolink within their consultation response dated the attached 02-10-19 unless those features are of a temporary nature upon which the operation of the development does not depend.

Reason: to safeguard future modifications to Metrolink as a consequence of the arrival of HS2 at Piccadilly Station pursuant to Core Strategy Policy DM1.

23) No development shall take place, until the detailed design for the drainage of the development has been submitted to and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason: To manage the risks associated with water run-off onto the Metrolink infrastructure and tramway pursuant to Core Strategy Policy EN14, DM1 and SP1

24) No development shall take place until the developer has confirmed that there are no Electro Magnetic Compatibility impacts from the proposed development. The developer shall be responsible for any Electro Magnetic Compatibility protection measures that are found to be required as a result of the introduction of this substation.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to Core Strategy Policy DM1.

25) Notwithstanding the details as shown within dwg RFM-XX-00-DR-L-003 S4 no development shall take place until final details of the landscaping works adjacent to the Metrolink boundary and the associated boundary treatment to the Metrolink tramway have been submitted to, and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason:

To ensure that an appropriate boundary treatment is installed on the boundary of the Metrolink tramway and that adjacent landscaping is not detrimental to Metrolink Operations and pursuant to Core Strategy Policy DM1.

26) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present, no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

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: 121467/FO/2018 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.

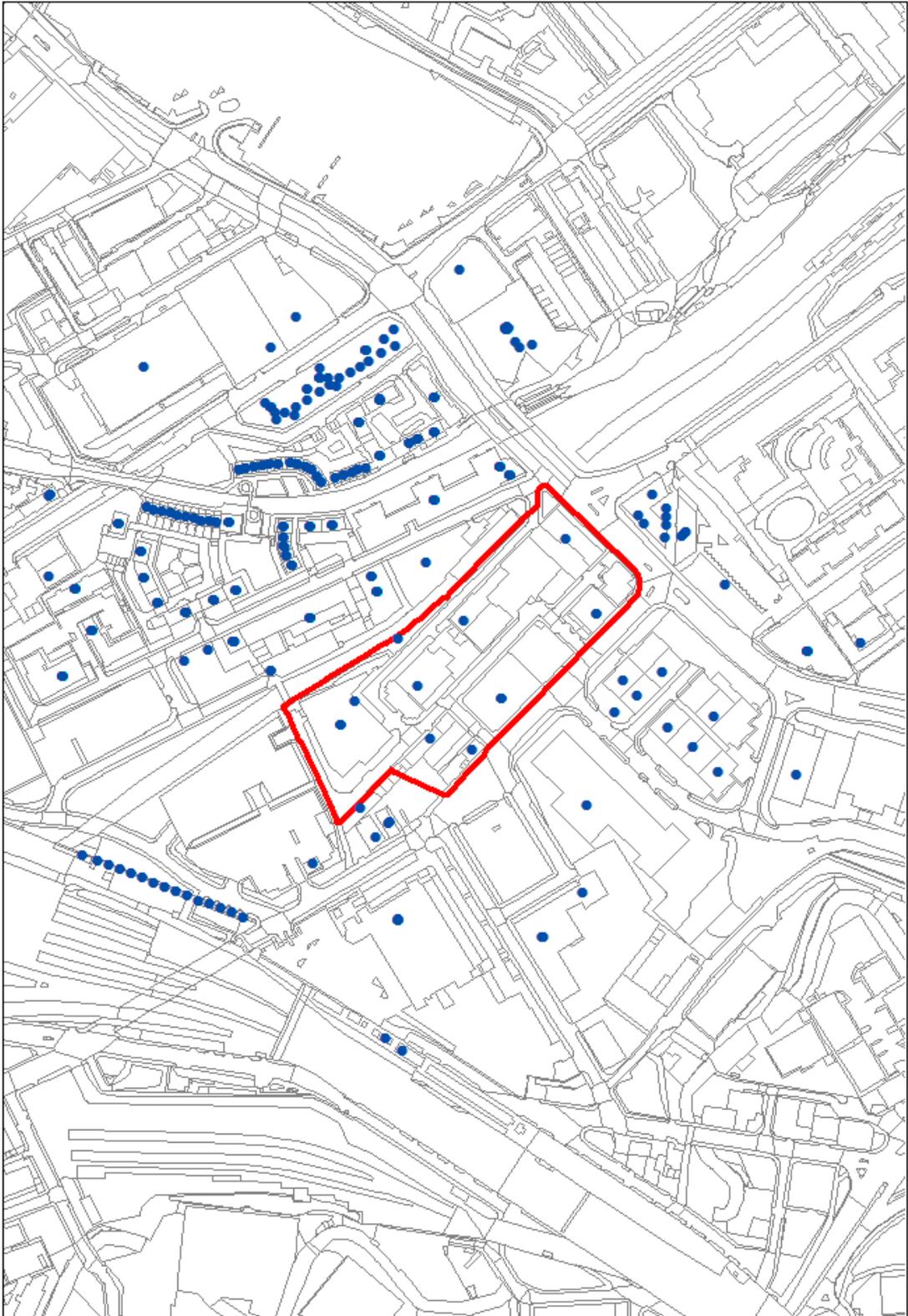
The following residents, businesses and other third parties in the area were consulted/notified on the application:

High Speed Two (HS2) Limited
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Regeneration
Parks & Events
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
Network Rail
Capital & Centric
Counter Terrorism SA

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

Representations were received from the following third parties:

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



□ Application site boundary ● Neighbour notification
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