

Application Number	Date of Appln	Committee Date	Ward
121099/FO/2018	20th Aug 2019	19th Dec 2019	Piccadilly Ward

Proposal Construction of two residential buildings (Use Class C3) comprising Block 1 (29 storeys) (224 apartments (4 x 1 bed 1 person, 52 x 1 bed 2 person, 64 x 2 bed 3 person and 104 x 2 bed 4 person) 25% 1 bed and 75 % 2 bed) Block 2 (23 storeys) (264 apartments 44 x1 bed 1 person, 44 x 1 bed 2 person, 92 x 2 bed 3 person and 84 x 2 bed 4 person) (33% 1 bed and 67%% 2 bed) with a linked central podium, to deliver 488 units, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping (including new public park) , lighting, highways and associated works following demolition of existing buildings and structures.

Location Land at Portugal Street East, 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



The application relates to a 0.88 hectares site bounded by Adair Street, Portugal Street East, the Piccadilly – Ashton-under-Lyne Metrolink line / Fair Street, Longacre Street and warehousing situated between Longacre Street and Heyrod Street. It is close to Piccadilly Station.



Rammon House which occupies part of the site is a 3 storey red brick office / warehouse which faces the tram tracks that was last used for storage. It has a number of loading bays and areas of hardstanding including that between Rammon House and an adjacent single storey building. Rammon House is accessed from Portugal Street East. There are small areas of surface parking to the south-west, south east and north-east. The remainder of the site bounded by Bentley Street, Adair Street, Manchester Van Hire and Heyrod Street is occupied by a number of single storey buildings, a brick boundary wall, surface car parking and areas of mixed hard standing along with grass and self-seeded trees. There are three trees within the red line boundary of the Site.

Prior approval for the demolition of Rammon House (application ref no 120090/DEM/2018) was granted in 2018 but has not been implemented. The current application also seeks consent to demolish Rammon House and other buildings within the submitted demolition plan not covered by the Prior Approval.

The site is adjacent to Piccadilly Station and the Inner Relief Route with access to all a number of sustainable transport options. However, pedestrian connections and permeability are generally poor at the moment with the environment dominated by traffic.

The area feels disconnected from the adjacent areas and the vibrant nearby neighbourhoods at Ancoats and New Islington. The environment is dominated by light industrial uses which have seen little investment for a number of years with the exception of Aeroworks on Adair Street which was recently refurbished.

On the opposite side of the tram tracks, Crusader Works (grade II listed), is being converted to apartments (ref: 113363/FO/2016 and 113364/LO/2016) and a 10 storey apartment building is being built to the north. 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 car parks around the site and a multi-storey car park adjacent to Piccadilly Station.

The site is in Flood Risk Zone 1 (low risk) and is within a critical drainage area.

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

Land to the south and east of the site is within the HS2 safeguarding area; however, no part of the safeguard area falls within the residential development boundary. It is expected that the safeguarded land will in the future be used to facilitate the construction of HS2 infrastructure and could subsequently be developed for commercial uses.



Portugal Street East SRF Boundary

The Portugal Street East Strategic Regeneration Framework is a material consideration and helps to define the context for determining planning applications, It includes six development plots and the application site contains the site known as Plot A. A separate application has been submitted for the development of extensive areas public realm (ref no 121467) also being considered by the Committee.



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

The delivery of the Portugal Street East SRF could drive further regeneration around Piccadilly and within the HS2 area. It would significantly improve the arrival experience of many visitors to the area.

DESCRIPTION OF PROPOSALS

The application proposes the erection of two residential buildings. The first would be 29 storeys and contain 224 apartments with 4 one 1 bed/ one person, 52 one bed/ two person, 64 two bed/three person and 104 two bed/ four person homes. 25% would be 1 bed and 75 % 2 bed. The second would be 23 storeys and contain 264 apartments, with 44 one 1 bed/ one person, 44 x 1 bed 2 person, 92 two bed three person and 84 two bed/ four person (488 apartments in total). 33% would be one bed and 67%% two bed. The buildings would be linked by a podium, shared amenity space, 27 car parking spaces, 492 cycle spaces, landscaping, including a public park, lighting, highways and associated works following demolition of existing buildings and structures within the site boundary. Block 1 would be 98.4m above street level and Block 2 80.5m.

The towers would be joined at ground floor with a double height entrance foyer which would have a green roof. The green roof would provide a species rich mix of plants with a range of drought resistant sedums along with ornamental grasses alpine meadows and rock gardens.

The entrance would lead into a secure reception space with a 24 hour concierge and seating for residents. The amenity spaces including a ground floor residential terrace would be accessed from here.

The lower block and ground floor areas would have facilities for residents including a gym and a social lounge, café/bar, each with access to external seating areas. There would be a quiet lounge and crèche and back of house areas, plant, bin stores and cycle stores. Block 1 would have a roof top pavilion with amenity space for residents,

including a hireable space, which could be used for dinner parties and other social occasions. A residents' rooftop social lounge would open up out to an external roof terrace. A mix of planting would improve biodiversity. The roof of Block 2 would have service access only.

488 cycle parking spaces would be located within parts of the ground floor. The basement would contain more cycle storage, plant, a workshop for residents and 27 parking spaces (including 3 for disabled people) accessed by a ramp from Portugal Street East. There would be two car club spaces to the front of the building.

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

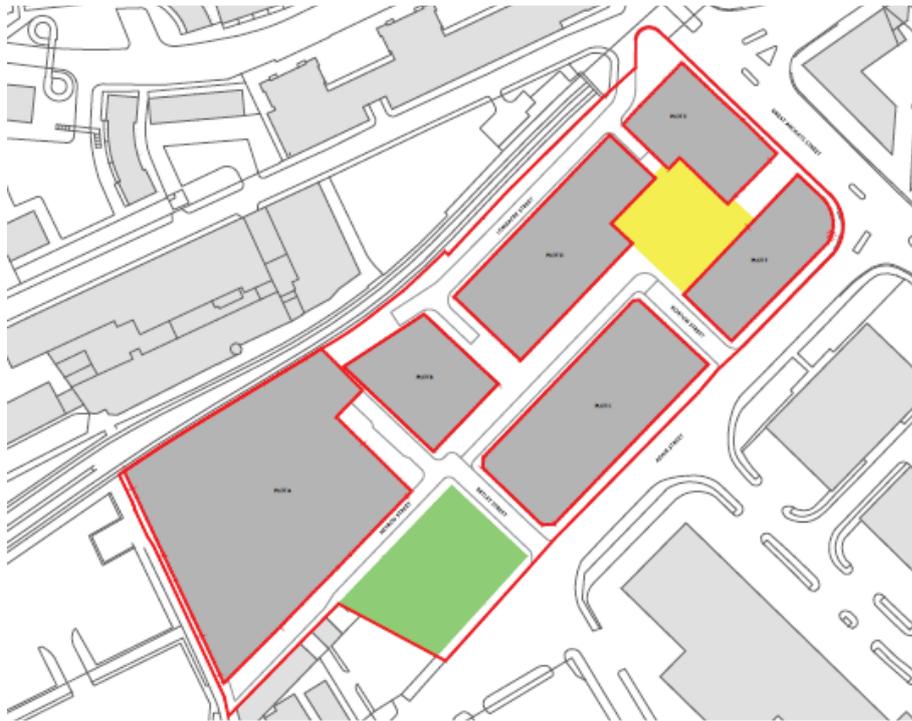


Hard and soft landscaped areas would be created around the site with tree planting, lawns, raised and in ground planters and formal and stepped seating. The footpaths and highways within and around the site would be re-configured and would require appropriate Stopping-Up Orders and approvals. An adjacent pedestrian and cycle route would provide a link between the City Centre and New Islington adjacent to the Metrolink tracks.

Servicing and loading would be on Heyrod Street with space for: bin storage on collection day and for emergency vehicles; drop off and deliveries.

The elevations to Block 1 would have a tripartite subdivision with the lower 3 storeys forming the 'base' and the resident's amenity space on the roof forming the 'top'. Block 1 would have a mix of light grey bricks, glazing, bronze and silver grey anodised panels and metal grills and louvres. Block 2 would have a mix of mid grey bricks, grey terracotta tiles with a geometric pattern, glazing, bronze and silver grey anodised panels and metal grills and louvres. Block 3 and the lower levels of blocks 1 and 2 would have capless glazed curtain walling.

A public park is proposed to the south east of the site (see below in green). A place making strategy has been developed for areas of public realm between the development plots within the SRF. As set out above a concurrent application which covers those areas which lie outside of the scope of this application is also under consideration. The proposed public realm would aim to establish a sense of place in the area.



ILLUSTRATIVE LANDSCAPE PROPOSALS FOR THE WIDER PSE SRF



NOTE: THE PUBLIC REALM WORKS ILLUSTRATED ABOVE ARE CAPTURED WITHIN A SEPARATE APPLICATION

The public park would be a mix of hard and soft landscaping with:

- Footpaths;
- Seating clusters to encourage people to stop and use the park;
- Informal natural play elements to cater for young families
- Mixed planting to create a positive edge to existing businesses
- Tree planting;
- Lawns with reinforced turf to address desire lines;
- Cycle hoops.

For reasons explained later in the Report an interim temporary treatment of this space is also proposed.

There would be a variety of surfaces including resin bound footpaths, block paving: self-bound gravel around seat and concrete block paving to surrounding footpaths.

Timber seating would define areas of activity and lighting columns would line the main footpaths.

34 trees are proposed in the park and 57 trees within the perimeter of the residential development. 3 existing trees on Heyrod Street and a number of self seeded trees within the park area would be removed.

The public realm would incorporate Sustainable Urban Drainage management techniques and other green infrastructure such as infiltration management which could involve permeable surfaces, rain gardens, soakways and infiltration trenches.

The applicant would secure the provision of contract parking within nearby Multi Storey Car Parks should this be required in addition to the on-site parking. An Interim Framework Travel Plan has been submitted in support of the application.

There would be space in each for waste and recycling and a proprietary storage system would have 3 removable compartments to segregate mixed recycling, general refuse and organic waste. Each floor would have a ventilated refuse chutes by the main lift. A tri-separator would allow residents to sort waste for recycling. The refuse store would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00' with 0.43sqm of space per apartment.

The apartments would be PRS. Information submitted in support of the application sets out the typical offer in terms of on site support for residents and in house management services from the current preferred operator this would typically include a resident engagement programme, community / resident events, concierge services, parcel, post and key management, utility and property management, Broadband and IT support.

In support of the proposal, the applicants have stated

- The site is underutilised and in need of regeneration to enable it to contribute to the City Centre economy and act as a catalyst for the future regeneration of the wider PSE SRF area.

- The proposal would be transformative and deliver a very high quality mixed use scheme and be an early phase of the regeneration of the area.
- It would fully accord with the vision, objectives and development principles contained within the Piccadilly Station SRF and Portugal Street East SRF.
- The delivery of high quality residential accommodation of mixed size within a highly sustainable location, contributing towards the city's target of delivering 32,000 new homes between 2015 and 2025 would contribute to the city's growth agenda and helping to establish a sustainable community within this part of the City Centre.
- The proposals would enhance permeability and legibility through and around the Site, encouraging greater pedestrian flows.

This planning application has been supported by the following information

Design and Access Statement (inc. Landscape Strategy); Archaeological Assessment; Arboricultural Report; Crime Impact Statement; Ecological Assessment; Energy Strategy Statement; Environmental Standards Statement; Framework Travel Plan; Operational Management Strategy; Planning Supporting Statement, including:

Tall Building Evaluation and Green and Blue Infrastructure Statement; Waste Management Strategy; Statement of Consultation; Television Signal Survey; Topographical Survey; Ventilation Strategy; and Viability Appraisal.

Environmental Statement: with the following Chapters: Introduction; Heritage; Noise and Vibration; Townscape and Visual Impact; Daylight, Sunlight & Overshadowing; Traffic and Transport; Air Quality; Drainage and Flood Risk; Ground Conditions & Contamination Risk; Wind Microclimate; Cumulative Impacts; Non-Technical Summary

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

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, affecting a right of way, accompanied by an Environmental Impact Assessment and affecting the setting of a listed building.

A second 10 day notification was carried out after further information was provided on Sunlight and Daylight impacts and no further representations have been received.

Four letters of objection are summarised below and raise concerns in relation to the design, traffic and transport, impacts on privacy and impacts on levels of sunlight and daylight as follows:

Design

- Whilst the materials used look very high quality the towers appear “slabby” and rectilinear in shape. This can be mitigated by adding balconies, which would improve the quality of the residential accommodation and add depth and interest to the building's facade.
- The height is not in keeping with a context characterised by a relatively low rise landscape (10 stories maximum) and developments/neighbourhoods with a strong sense of community, in part due to them being low density with a focus on communal spaces (Piccadilly Village, Home and Quantum and the new Crusader development).
- The 2018 Piccadilly SRF showed heights of between 8 and 20 storeys which whilst was reasonable considering the regeneration needed. These plans are potentially double that and will completely overwhelm the listed Crusader Mill and put the building into shadow for part of the day. It would dominate the landscape and would detract from the heritage of the area.
- The 2018 SRF indicated at 13 - 20 storeys. The height proposed could dominate the area and critical aspects of the HS2 station. In the most recent SRF for the area (HS2 SRF Update March 2017) the site is limited to 12 storeys. This could create a race upwards in building height.
- Gateway buildings should be precisely that - a building of the highest architectural significance providing those arriving into Piccadilly Station with a positive first impression of the creative and vibrant city we are. If this site really is to be used as a gateway building, what is built should be a landmark in keeping with its surroundings. The PSE Masterplan requires new proposals to be bold and distinctive and create landmark, world-class buildings. This proposal isn't.
- The scale would be overwhelming and would not respect the local context or the scale and proportions of surrounding buildings and would be entirely out of character with the area.

Sunlight / Daylight Impacts

- The PSE Masterplan states that design must mitigate identified environmental impacts including.....daylight and sunlight...'. The impacts on daylight and sunlight have not been mitigated and have been 'brushed off'. The number of windows where BRE recommendations are not met is staggering. These are glossed over. It is not agreed that light to bedrooms is of less significance as home-workers I spend a significant period every day working in what they deem is a bedroom.

- The argument that Crusader itself is a 'bad neighbour' is frankly unbelievable (a listed building with the design partially predetermined by the outside). 90% compliance still means 10% are not compliant.
- The proposal would overshadow adjacent residential properties and impact on established rights to light.

Impacts on Privacy

- Adjacent gardens and balconies would be overlooked causing a serious invasion of privacy and impeding people's rights to enjoyment of garden amenities. This needs to be considered in the context of the Human Rights Act in particular Protocol 1, Article 1 and Article 8 (right to peaceful enjoyment of possessions including home and other land and the substantive right to respect for private and family life).

Traffic and Transport Impacts

27 parking spaces is inadequate. There is already intense on-street parking by commuters and station users and additional potential demand is unsustainable particularly alongside the additional 200 apartments at Crusader Mill.

Other

- A development of rental tenants produces a transient population who have no real sense of ownership and therefore no true community affinity with an area. Developments which are mixed, with homeowners and renters create a stronger sense of community, with diversity of age, gender, occupation, family unit size etc and a mixture of residents, some with long term connections to their community and hence that sense of community spreads.
- The City Centre lacks truly affordable housing for first time buyers who are desperate to stop the cycle of renting and put down real roots in the city. The development should focus on this sector and bring in new home owners with a vested interest in building the community and place-making.
- Such a central location should have retail or commercial units on the ground floor. These could provide space for companies, or for a small commercial store to provide jobs for the local economy pull footfall further out and expand the city centre core.

Ward Councillors – Councillor Wheeler has objected to the development stating that there is no affordable or social housing contribution, no S106, and a frankly embarrassing bit of money for a green space that only increases the value of their own properties. They can jog on.

Places Matter – Felt that the blocks should relate better to the open space. The language of the building is clean and simple but the plan is not. More private amenity space should be provided aligned to the central zone to further enhance this proposition. They did not feel that the plinth suited the taller tower.

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.

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. The public square should be laid to grass with the level of tree planting required for wind mitigation only in order the land in question could; a) be acquired and available for the proposed HS2 station car parking provision when required, and b) to avoid significant abortive hard/soft landscaping works and associated costs being incurred by the developer were they to implement the plans in their current form.

A second interest concerns 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, the potential impact of the development during the construction and operational stages on the existing Metrolink Infrastructure and current operations; and the safeguarding of future modifications to Metrolink as a consequence of the arrival of HS2 at Piccadilly Station and the delivery of the development defined within the Piccadilly Strategic Regeneration Framework dated March 2018. They have recommended that conditions are attached deal with their concerns and have confirmed that in terms of the landscaping proposed adjacent to Metrolink they accept the principle of the proposals subject to consultation and agreement with TfGM on the final details of this.

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 - Suggest that pedestrian links to the city centre especially by the bridges at Store St, and to Mayfield/Piccadilly platform 14 should be improved through, for example, signage to demark a recommended route. They recommend a condition requiring a final Travel Plan and measures to be included.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) No objection and recommends conditions relating to acoustic insulation of the premises and plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place, the management of construction and the mitigation / management of any contaminated land.

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

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

Section 170 of the NPPF 2018 states that the planning system should contribute to and enhance the natural and local environment. As this site is primarily hard standing and buildings any soft landscaping is likely to result in net gain. They acknowledge the concurrent application ref no 121467/FO/2018 Land at Portugal Street East for additional public realm within the wider SRF area and are satisfied that this will bring wider net gain which can be maximised by ensuring some elements of the soft landscaping are of specific benefit for wildlife. They recommend that this detail is conditioned.

Flood Risk Management Team – Have recommended that Green Sustainable Urban Drainage Systems are maximised and that 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.

Environment Agency – Have no objections but have recommended a condition to manage any risk from land contamination.

United Utilities – No comments received.

Greater Manchester Archaeological Unit – Note that the desk based archaeological study concludes that the site may contain remains of workers' housing from the second quarter of the 19th century. The building erected on most of

the site in the mid-20th century does not appear to have basements so there could be archaeological remains under the concrete raft. A condition should require further investigation with any such remains recorded.

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

Manchester Airport, Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

ISSUES

Local Development Framework

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

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1, CC4, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC8, and DM1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26 for the reasons set out below.

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

SO1. Spatial Principles - This development would be in a highly accessible location and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy - The scheme would provide new jobs during construction and would provide housing near to employment. This would support further economic growth and local labour agreements would deliver social value and spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

SO3 Housing - Economic growth requires housing for the workforce in attractive places. This proposal would be in a sustainable location and address demographic need and would support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the attraction of the city and the strength of its economy.

S05. Transport - This is a highly accessible location, close to public transport and would reduce car travel.

S06. Environment - the development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities; and
- ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

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

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

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

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on sustainable locations which limit the need to travel and offer a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 117 planning decisions should promote effective use of land in providing homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes.

Paragraph 118(d) Planning policies and decisions should: promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

Paragraph 122 - states that planning policies and decisions should support development that makes efficient use of land and includes a requirement to take into account local market conditions and viability and the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change.

Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

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

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

Section 6 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus), CC8 (Change and Renewal) – The development would be highly sustainable. It would be close to sustainable transport, maximise the use of the City's transport infrastructure and would enhance the built environment, create a well-designed place and reduce the need to travel. The proposal could help to deliver the objectives for this part of the City Centre set out within the Portugal Street East (PSE) and HS2 SRF's

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment in relation to building management and public realm maintenance. This would contribute to the City's economic growth. It would complement nearby well established and emerging communities and contribute to the local economy through residents using local facilities and services.

The proposal would enhance the built and natural environment and create a well-designed place and create a neighbourhood where people choose to be.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The Regional Centre is the focus for economic and commercial development, leisure and cultural activity, and city living. The proposal would create a neighbourhood which would attract and retain a diverse labour market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth.

NPPF Section 9 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The Site is easily accessible to pedestrians and cyclists, and sustainable transport options with Metrolink stops at Piccadilly and New Islington and Piccadilly Train Station.

A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths for employment and business and leisure activities for residents. The proposal would support wider sustainability and health objectives and help to connect residents to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Improvements to pedestrian and cycle routes are proposed and the design of the pedestrian environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone - The proposal would provide a high-density development which makes an efficient use of land within a sustainable location in an area identified as a key location for residential growth.

It would contribute to the ambition that 90% of new housing should be on brownfield sites. It would have a positive impact on the area and provide accommodation which would meet different household needs. The apartments would appeal to a wide range of people from single people and young families to older singles and couples.

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

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

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. This is discussed in more detail below.

Manchester's economy continues to grow and investment is required in locations that would support and sustain this growth such as this site.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – Sections 11 and 12 of the NPPF require that development that makes efficient use of land, including: the desirability of maintaining an area's prevailing character and setting or of promoting

regeneration and change; and the importance of securing well-designed, attractive and healthy places should be supported. 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. Permission should be refused for 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.

The design has been considered by a range of stakeholders. The quality and appearance of the building would meet the expectations embedded in the Portugal Street East SRF. The development would maximise the use of the site and promote regeneration and change. The buildings and public realm would improve the functionality of the site and would complement the planned growth of the City Centre towards regeneration areas to the east such as New Islington and Ancoats.

The form of development would not have a detrimental impact on the setting of the listed Crusader Mill. It would enhance quality in the area and introduce complementary activity that would add value. The form of development, its ground floor layout and associated public realm, would improve legibility, visual cohesiveness, connectivity and integration.

This is a tall building but its scale and quality would be acceptable and would contribute to place making. It would raise design standards in the area and create a cohesive urban form. It would improve the character and quality of a site whose current appearance is poor. The positive aspects of the design are discussed in more detail below.

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

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

Paragraph 192. In determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 193 states that when considering impact on the significance of a designated heritage asset, great weight should be given to the asset's conservation. This is irrespective of whether any potential harm is substantial, total loss or less than substantial.

Paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset from development within its setting), should require clear and convincing justification.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the development would have a beneficial impact.

Whilst Rammon House makes some very limited contribution to the townscape the remainder of the site has a negative impact on the setting of Crusader Mill. A good quality building that makes a positive contribution to the townscape could enhance its setting. The proposal would result in less than substantial harm to the setting of the adjacent listed building and this needs weighed against any arising public benefits.

The streetscene would be enhanced which in townscape terms would have a minor beneficial impact on the setting of Crusader Mill and a neutral impact to its significance. Its quality, design and its contribution to the townscape would enhance the setting of Crusader Mill. This would sustain its value as there are substantial public benefits from the proposal which would outweigh any harm to setting.

Core Strategy Section 8 Promoting healthy communities - The creation of active street frontages and the proposed public realm would help to integrate the site into the locality and increase natural surveillance.

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

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

The surface water drainage from the development would be managed to restrict the surface water 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 drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information regarding the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there is no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by development. A number of measures would improve biodiversity. The proposals would not adversely affect any statutory or non-statutory designated sites.

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

The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details the measures that would be undertaken to minimise the production of waste during construction and in operation. Coordination through the onsite management team would ensure the various waste streams are appropriately managed.

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

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

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

- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

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

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other Relevant City Council Policy Documents

Climate Change

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

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

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

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

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

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

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

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

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

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

It is considered that the following design principles and standards are relevant to the consideration of this application:

- Each new development should have regard to its context and character of area.
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic

use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;

- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be created through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

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

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) –

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

The SRF identifies increasing density as crucial to sustainable growth and long term economic competitiveness. The proposal would support and complement the next phase of growth in Manchester, deliver strategic regeneration objectives and improve connectivity between the City Centre and nearby communities.

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.

The key drivers for building a vibrant and connected neighbourhood that contributes towards Manchester's economic growth objectives in a sustainable way are:

- The quality of the buildings within the framework area will be of the highest possible standard with designs that are immediately deliverable.
- Development will be of a high density, commensurate with the area's highly accessible location and the city's need to optimise strategic opportunity sites which can deliver much needed new homes and employment space.
- As part of the vibrant place making strategy required to support the proposed density of development, a range and quality of uses, high quality public and private amenity spaces and excellent pedestrian connections are essential components of the successful delivery of the SRF.
- Active frontages and public access to the ground floor of buildings should be provided where possible and appropriate, particularly along major corridors of movement through the framework area.
- More detailed plans should take into account the presence and character of the listed buildings and their significance in helping to define a unique sense of place in the future.

There is an emphasis on a mix of uses and density commensurate with the strategic opportunity. This includes residential and business uses as well as hotel provision and supporting retail and leisure. Appropriate locations for height and landmark buildings, and new public space are identified.

The proposal would create high quality buildings and public realm to ensure Manchester can unlock further potential for economic growth in the future and would align with the vision and objectives set out within the SRF.

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

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

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

The proposed development would be complementary to the realisation of the opportunities set out above. It would 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 space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

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

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Other National Planning Legislation

Legislative requirements

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

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

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

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

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

- Heritage
- Noise and Vibration
- Townscape and Visual Impact
- Daylight, Sunlight & Overshadowing
- Traffic and Transport
- Air Quality
- Drainage and Flood Risk
- Ground Conditions & Contamination Risk
- Wind Microclimate

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.88 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information

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

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

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

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

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

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consent granted.

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

The 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 its eastern and northern fringes forging stronger connections with the existing and planned neighbourhoods beyond.

The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives. The provision of high quality housing is critical to economic growth and regeneration this high density development would be

commensurate with a highly accessible location and would optimise a strategic opportunity to deliver much needed new homes.

Economic growth requires the attraction and retention of talented individuals and housing is required to support this and to provide housing options for Manchester residents. The region must be attractive as a location to live, study, work, invest and do business. The scheme would deliver a high quality housing alongside a high quality public realm and would be attractive to a range of occupiers including families and young professionals and would deliver the objectives of the SRF.

Manchester's population has increased significantly since 2001 and the development would be consistent with growth priorities and help to realise the target set within Manchester's Residential Growth Strategy which have recently been updated to seek to deliver 32,000 homes by 2025. This area has been identified as being suitable for new homes and the quality, mix and the size of apartments would appeal to a range of occupiers.

The site is centrally located and adjacent to the proposed (HS2) station entrance. It is next to the Metrolink line to the Etihad Campus and beyond to Ashton and is a key link between the Station area and key regeneration opportunities beyond the Inner Ring Road. The delivery of the developments within the PSE Area would transform a key component of the eastern gateway and define a sense of place.

The area is prominent from tram and rail routes and forms an important part of the arrival experience and is one of the most important gateway locations into Manchester. The site has a negative impact on the street scene, presenting a poor appearance, fragmenting the historic built form. This creates a poor impression for visitors to the City travelling north and east in particular for people visiting the Etihad Campus and Sportcity compared with the more vibrant streetscapes nearby.



The proposal along with the recently approved Hotel development (ref no 122599), would help to re-connect this area with the urban core. 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 development would act as a catalyst for further regeneration, and create a new, distinctive neighbourhood and deliver important physical linkages.

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

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

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 488 new PRS homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide substantial areas of high quality public realm both directly for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

A viability report, which has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council and these conclusions are accepted as representing what is a viable in order to ensure that the scheme is not only delivered but is done so to the highest standard.

The benchmark land value of £4,880,000 together with build costs of £84,445,684 are within the range expected based on market evidence. The total costs would be £122,282,918 with a GDV of 16.75%. On this basis and given the costs associated with providing the public realm within the development, the scheme cannot support a contribution towards off site affordable housing whilst ensuring that the scheme is viable and can be delivered to the quality proposed.

Should there be an uplift in market conditions which would allow an increase in the affordable housing contribution there would be provisions incorporated to allow the viability to be re-tested to secure an additional contribution to be paid if values change at an agreed point.

Residential development - density/type/accommodation standards

The National Design Guidance (NDG) 2019 supports well designed homes and buildings which are functional, accessible and sustainable and which provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them

All apartments would meet Space Standards and some would exceed the minimum floor areas. There would be no solely north facing apartments and the separation between the blocks would be between 19.4m and 27.7m.

Full height windows would maximise natural daylight and apartments would be naturally ventilated. The apartments at the end of each block would have dual aspect windows at the corners.

The open-plan living/kitchen/diner arrangement is flexible and responds to contemporary living patterns. The minimum ceiling height would be 2.3m. The proposal includes 1,480 sq. m. of internal amenity space and support accommodation and 562 sq. m. of external shared amenity space for residents.

The mix and size of the apartments would appeal to single people and those wanting to share. The 2 and 3 bed apartments would be suitable for 3 to 6 people, and could be attractive to families and those downsizing.

Demand for rented accommodation has grown and this has seen a rise in a professionalised rental accommodation which is institutionally owned and managed as long term assets. It is known as 'Built to Rent'. It has helped to raise standards of management and customer experience;

Purpose built PRS are distinguished from a traditional apartment scheme by the level of amenity that is provided for resident's benefit. The shared facilities and amenity space at ground floor, the private external terrace and the roof top garden space are all seen as an extension to the apartments and would be available for use by all residents.

A condition which would require details of a management strategy and lettings policy for the apartments and a management strategy for the public realm would ensure that the development helps to create an attractive neighbourhood. This would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether buildings of 23 and 29 storeys are appropriate in this location. This would be a tall building and should be assessed

against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment. This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The key issues are the appropriateness of tall buildings on the site and their impact on the setting of the Stevenson Square Conservation Area, and the Whitworth Street Conservation Area as well as a number of listed buildings all of which lie within 500m of the site. The design has been discussed at pre-application with Places Matter and public engagement took place

The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes. These parameters have informed the series of SRF's which have emerged over the past 15 years to cover geographically distinct sections of the City Centre and other emerging neighbourhoods as is the case with the PSE, HS2 and Mayfield SRF's which all form part of the context to the consideration of this application.

The HS2 SRF seeks to ensure that areas around the Station can capture the opportunity that HS2 presents. Within the Portugal Street East SRF the aspiration is to create landmark, world class buildings to enhance Manchester's competitiveness and attract investment.

The SRF identifies Portugal Street East as an important link between the established city core and the emerging large scale development to the east and south. The area is well positioned for taller buildings to establish a high density form of development. However taller buildings should; relate to key nodal points and gateways, key vistas and public spaces, positively contribute to the skyline and deliver significant, high quality public realm as part of the area's place-making proposals and broader strategy for ensuring the delivery of a high quality, sustainable neighbourhood.



This site is considered to be a key site for a landmark building which would establish legibility in relation to the station. In terms of the more specific parameters set out within the Portugal Street East SRF the proposed development would:

- Increase ground level activity and the improvements to connectivity across the site integrating the site with the urban grain and enhance legibility;
- Contribute to the creation of a new high quality neighbourhood of choice and act as a catalyst to wider regeneration in terms of the built environment and place-making;
- Would through intelligent place-making and ensure that the Portugal Street East area develops a "sense of place";
- Would be bold and distinctive and advance the area's destination status further improving the areas overall reputation, profile and legibility, and, successful expansion of the city's core.
- Would create a high quality buildings and public realm to ensure Manchester can unlock further potential for economic growth in the future;

- Would capitalise on the inherent character of the existing urban grain, improve accessibility to public transport as well as promoting cycling and walking;
- Would properly consider and respond to the site's geographical prominence as the eastern entrance to the city centre for rail travellers;
- Would have a quality and quantum of public and private amenity space sufficient to support the density that is proposed;
- Would in conjunction with the wider public realm proposals for the SRF Area also under consideration in tandem with this application, facilitate the full and successful integration of the growth areas to its south and east with the expanding city core to its west. This will support and encourage the city centre's expansion and has a pivotal role to play in encouraging the city's future growth and the introduction of the HS2 rail connection.

Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site.

The proposal would improve the area and use the site efficiently. The public realm would create space around the building footprint which would create a sense of openness which would enhance the arrival experience from the HS2 Station. The internal and external ground floor communal uses should strengthen the street frontages and provide natural surveillance.

The Core Strategy requires tall buildings to make a positive contribution to the creation of a unique, attractive and distinctive City. Tall buildings should enhance the character and distinctiveness of an area without adversely affecting established valued townscapes or landscapes, or intruding into important views. The site and its general context undermines the quality and character of the townscape at a main entry point into the City. There is a lack of street level activity which creates a poor impression.

Apart from the adjacent Grade II Listed Crusader works there is little city scale context. This provides an opportunity to introduce a bold architectural response in terms of the quality of the design, its architectural expression and the quality and amount of public realm. The design and orientation of the towers would align with the future HS2 plans and create a dynamic skyline with each tower having its own identity. Their orientation would retain views of Crusader Mill from the approach route from the Station.

The towers would have individual identities in terms of scale and appearance. They would be read as a complementary pair with their façades expressed through a regular pattern of bays referencing a City Centre building typology. The southern block would be lower to allow better daylight penetration and the spacing of blocks would create a strong relationship with the public realm. The expression of the lower floors would respond to the scale of Crusader Works.

The taller block would have a stronger vertical emphasis which would dominate views from the Station. The building would comprise areas of curtain walling separated by deep brick piers and subdivided by metal panels. The building would have a distinctive 'crown' and 'bottom' and reflect the tripartite subdivision characteristic of many Manchester buildings.

The lower block would have deep reveals and a double storey order separated by a series of horizontal brick bands and decorative metal panels. The architectural expression would reflect the more 'functional' architectural expression of the warehouse aesthetic of the adjacent Crusader Works.

The glazed plinth and connecting block would unify the site and provide strong engagement with the street and increase the active frontage.

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



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

A Heritage Assessment Townscape and Visual Impact Assessment used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017).

9 key views have enabled a qualitative assessment to be undertaken of the effects of the proposal on identified heritage assets Overall, the significance of effect is

considered to be Neutral. Mitigation measures were integral to the design such as the re-positioning of the footprint which is set back from the streetscape, its articulated form and pale colour palette.

The proposals would introduce a substantial and dominant new structure near to the grade II listed Crusader Works. It would enhance the local streetscene, increase activity levels and enhance safety and security. These improvements and the orientation of the towers would enhance and have a beneficial impact on the setting of Crusader Works.

Overall, on balance there would be a neutral effect on the significance of nearby heritage assets.

A visual assessment, has analysed the visual impact in townscape terms 17 views were selected with verified before and after views. This has demonstrated that at street level the site is relatively well screened and views are generally contained by the density of surrounding buildings and more distant views are orientated along streets. Views tend to be longer toward the Inner Ring Road but others are shortened by the Station viaducts.

The analysis concludes that the proposal would improve visual amenity and be a positive addition in local and distant views. The effect on five views would be significantly (moderate) beneficial with seven others non-significantly beneficial.

The proposals would be a catalyst for further regeneration and help realise the vision of the Portugal Street East Masterplan to create a distinctive and well-connected neighbourhood. The likely effect of the proposal on townscape character would be moderate beneficial.

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

There are no World Heritage Sites nearby. Sections 66 and 72 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings and to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 193, 194, 196 and 197.

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

Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

The impact of the proposal on the setting of adjacent listed buildings and the adjacent Stevenson Square and Whitworth Street Conservation Areas would be less than substantial. Paragraph 196 states that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including, where appropriate, securing its optimum viable use.

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

Whilst outlined in detail elsewhere in this report of the public benefits of the proposals these would include:

- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing a use which would complement and support the regeneration of the HS2 and PSE SRF Areas;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 196 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement

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

The SRF identifies the importance of the high quality, safe and accessible streets as crucial to the successful regeneration of this area. There is also a need to provide a range of public spaces to provide shared outdoor public amenities for use by residents, employees and the public, to support the high density development in this accessible city centre location.

Public realm would be provided around the proposal and would set high standards for future development within the HS2 SRF and PSE SRF area. This would include street trees, planters, grassed areas, street furniture and high quality pavements.



The proposal would deliver a substantial public square envisaged in the PSE SRF. It would form part of a public realm network within the HS2 SRF area, connected by pedestrian and cycle friendly routes. This wider public realm is the subject of a separate application submitted concurrently with this proposal and also being considered by the Committee. The Core Strategy requires that proposals for tall buildings should create an attractive, pedestrian friendly environment.

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.

The development has integrated natural features including natural and designed landscapes, high quality public open spaces, street trees, grass and planting. Lawns, trees and planting would wrap around the building and integrate it into the park. Temporary green buffers along sensitive edges would screen views whilst adjacent plots are developed.

Design: Site Sections



SECTION A



SECTION B



06 The Green

Plan View



Sectional Elevation



HS2 are seeking to avoid costly, potentially abortive works within safeguarded land, so a temporary landscaping scheme comprising lawned areas and tree planting has been submitted for implementation pending resolution of the safeguarding area. Delivery of the permanent scheme when the safeguarding land is no longer required by HS2 would be a condition of any consent granted.

Architectural Quality

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

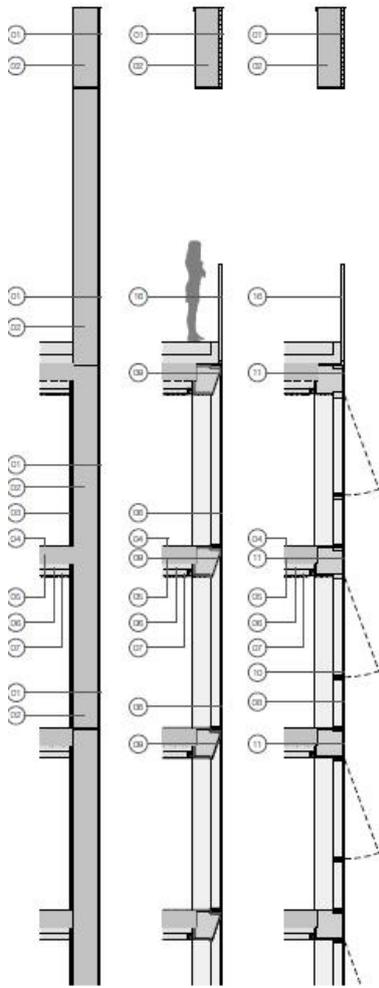
There are a variety of materials and building styles in the area with small-scale brick industrial buildings to converted brick mills and more contemporary buildings in corten steel and metal cladding. It is envisaged that development in Portugal Street East would use simple, high quality materials that are durable and maintainable, which respond to their context.

The design emphasis on the taller block seeks to accentuate its vertical proportions. Its façade would have a concrete structure and vertical concrete piers with light grey brick cast into the concrete. Each panel would be two stories in height to put further vertical emphasis on the façade.

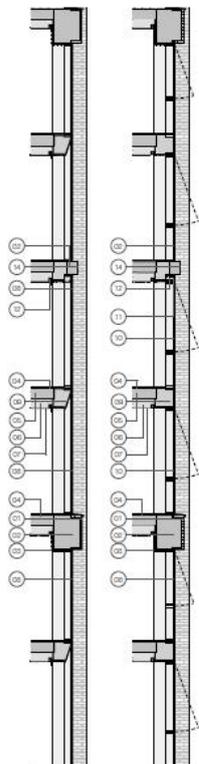
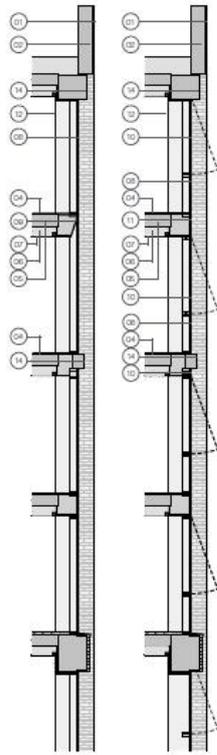


On Block 1 the structural frame would be expressed by the external cladding material which would create a regular and ordered grid with every pier carried from the top of the building to the ground.

Between the piers a unitised glazing system would sit flush with the brick, except on the bottom three stories where the glazing is slightly recessed to identify the base. Also in this area, colour and variation is created in the façade through the use of bronze coloured metal panels at the slab edges. Silver-grey metal is also used for the recessed spandrel panels situated at the slab edges throughout the building. No window cills would be required on this Block.



The lower block would emphasise the depth over verticality. The façade would comprise a concrete structure and vertical concrete piers with mid grey brick cast into the concrete. Further detailing would be added with a terracotta tile with a geometric pattern on intermediate panels. Every second pier would be carried to the ground. Where the brick has not been carried to ground level, a recessed panel with patterned terracotta finish would add depth and visual interest to the façade. Unitised glazing panels would be used throughout the building again but are recessed to create deeper brick reveals. As the windows would be set back from the brick cladding. Window cills would be required to every fourth floor. The cill would match the finish of the metal work and would be a shallow as possible but typically no more than 50mm.



The brick and precast panels would be double storey elements. The location of the proposed joints has been carefully considered and has been integrated into the design to provide additional articulation and a hierarchy. The joints of the horizontal elements at the crown would be detailed to show a 'post & beam' arrangement.

1. Block 1 Bay Study



2. Block 2 Bay Study



The 20mm joints allow a sealed system which provides the benefit of the air and water tightness and saves energy. The mastic joints would be set back approx. 5mm and would be colour matched to the mortar joints. The corners and window reveals would use a pistol brick

Credibility of the Design

A range of specialist consultants have contributed to the scheme. Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site the range of technical expertise that has input to the application is indicative that the design is technically credible.

The proposal has been prepared by a design team familiar with the issues associated with developing high quality buildings in city centre locations, with a track record and capability to deliver a project of the right quality.

The design is considered to be of sufficient quality due to:

- Well considered design detailing and choice of materials;

- High quality materials and construction technology;
- Spacious layouts with good quality natural light, ventilation and acoustics;
- Active ground floor facades, public realm and welcoming entrances and communal spaces; and
- A variety of amenity spaces including ground floor, roof top gardens and the adjacent 'Green' area.

Relationship to Transport Infrastructure

The Site lies within easy walking distance of key sustainable transport nodes including mainline and local train services, and tram services and buses.

The improvement to the public realm would enhance links to sustainable transport choices. Residents would be able to walk to jobs and facilities in the City Centre. There are bus stops on Travis Street and Great Ancoats Street.

27 parking spaces (including 3 disabled parking spaces) are proposed. There are multi storey car parks (MSCP) nearby and discussions have taken place with operators who have agreed in principle to make contract spaces available. The nearest MSCP is at Piccadilly Station 400m from the site. This car park contains 21 disabled spaces which could be available to residents on a contract as well as to visitors. A Transport Statement outlines the zero-car parking approach and reviews local parking opportunities. The nearest City Car Club bay is at the Chips Building located off Mill Street, approximately 800m from the building. It is intended to provide two car club parking spaces within the SRF area.

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

The ground floor cycle stores would be well-lit and secure with active frontages, giving visibility outwards and inwards. The entrances and footpath would be well-lit to enhance security. Only cyclists and staff would have fobs to access the stores from outside the building and access the cycle store.

There would also be cycle storage in the basement level of the lower block with an adjacent workshop. The total number of spaces would be 492 resulting in over 100% provision of cycle spaces. There is a desire to secure additional provision within the public realm and this would be part of the requirements of conditions requiring the submission and agreement of a final Travel Plan and details of their number and location to be attached to any consent granted.

Drop off, servicing and loading would be on Heyrod Street from service roads on Portugal Street East and the realigned Churchgate Buildings.

Sustainability

There is an economic, social and environmental imperative to improve the energy efficiency of the UK's domestic and commercial buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. An Energy Statement and Environmental Standards Statement (ESS) assesses physical, social, economic and other environmental effects and considers this in relation to sustainability objectives. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods. Improvements to the thermal performance and air tightness above Part L of the Building Regulations have been incorporated before the energy reducing and low carbon technologies are applied. The sites highly sustainable location should reduce its impact on the environment.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013.

All building services have been designed and specified to achieve maximum energy efficiency with the following items of particular significance:

- CHP would provide heat for direct hot water and heating and export electricity to the grid.
- All internal space would have dedicated low energy lighting. .
- The flats would have Mechanical Ventilation with Heat Recovery units for ventilation. Heat Recovery Ventilation in energy efficient buildings provides fresh filtered air whilst retaining most of the energy that has already been used in heating.
- 50% of the parking spaces would be enabled for charging electric vehicles and a further 50% would be futureproofed for retrofitting.

Effect on the Local Environment/ Amenity

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

Daylight, Sunlight and Overshadowing

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

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at 35 Chapeltown Street, 37 Chapeltown Street, Thomas Telford Basin, John Seamon Court and Quantum Building (2-6 Chapeltown Street) have been identified as receptors in terms of potential daylight and sunlight impacts.

Due to the residential conversion being implemented at Crusader Works and the adjacent 10 storey new build development (application ref no's 113363 and 113364) they have been considered in the cumulative scenario which includes consented developments. Only sensitive windows facing towards the site have been modelled.

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

The BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of the assessment. Schemes under construction have been included and so a separate assessment of the cumulative impact is required

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction phase. They would, however, certainly be less than the effects of the completed scheme.

Daylight Impacts (Completed Development)

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests. All 3 of these tests Vertical Sky Component (or VSC), Daylight Distribution (NSL) and Average Daylight Factor (ADF) have been carried out in relation to this proposal.

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

The NSL assesses how light is cast into a room by examining the parts of the room where there would and would not be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures. The occupier would not notice such a reduction in daylight and sunlight. For the purposes of the sensitivity analysis, this value is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

Crusader Works is being converted to residential but some rooms have poor light levels as it was originally a mill and its design, layout and configuration does not have good access of light.

The density of development on site is unusually low for the City Centre. Buildings that overlook the site have received unusually high daylight levels in a City Centre context. As such the baseline situation against which the sunlight, daylight and overshadowing are measured, does not represent a typical baseline situation of a densely developed urban environment.

The Guidance acknowledges that if a building stands close to a common boundary a higher degree of obstruction may be unavoidable. This is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built.

The assessment has been carried out on the basis of layout drawings for the surrounding buildings, however it has not been possible to access properties. Floor levels have also been assumed for the adjoining properties which dictates the level of the working plane relevant for the No Skyline assessment. Realistic worst-case assumptions have been applied.

The impacts of the development are set out below.

35 and 37 Chapeltown Street, Thomas Telford Basin, John Smeaton Court and Quantum Building.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC 100% windows would be compliant with the BRE target.
For NSL 100 % of rooms would be compliant with the BRE target.
For ADF 100% of rooms would be compliant with the BRE target

Given the above the effect to daylight on this building is therefore considered to be negligible in significance.

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

Where sunlight is reduced by over 20%, it does not automatically mean that sunlight would be insufficient but the loss may be more noticeable. The BRE guide acknowledges that if an existing building stands close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations.

35 and 37 Chapeltown Street, Thomas Telford Basin, John Smeaton Court and Quantum Building.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

100% of windows would meet the BRE criteria for both Winter and Annual APSH. The effect to sunlight on this building is therefore considered to be negligible in significance.

Cumulative Effects

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout demolition and construction. Those effects, which may be perceptible during construction, would be similar or less than those of the completed proposal with cumulative schemes set out below.

Completed Development

For 35 and 37 Chapeltown Street, Thomas Telford Basin, John Smeaton Court and Quantum Building.

There would be 385 windows serving 313 rooms, including existing and cumulative schemes, surrounding the site. These have all been assessed in terms of VSC and NSL and with the exception of John Smeaton Court and the Quantum Building there would be no change with the two cumulative schemes in place.

Within John Smeaton Court and the Quantum Building there are 11 (2.85%) which would receive minor adverse impacts, 9 (2.34%) which would experience moderate adverse impacts and a further 3 (0.78%) which would experience major adverse impacts. 19 of the 23 are to bedrooms. For 22/ 23 windows the retained light levels would remain in excess of 15% which are recognised by the BRE Guidance as acceptable in terms of achieving adequate levels of internal daylight where the environment is more densely built up. The single window which does not achieve 15% would achieve 14.83%.

For NSL 314 (94.29%) of the 333 rooms assessed would be fully compliant with the BRE target values. 15 (3.90%) rooms would experience minor adverse impacts, 2 (0.52%) would experience moderate adverse impacts and the remaining 2 (0.52%) would experience major adverse impacts. 16 /19 rooms are bedrooms and that the reduction ratios recorded would have retained light levels in excess of 50% which for an urban centre would still be regarded as well lit.

Therefore, the VSC and NSL assessments show that approx. 94% of the windows and rooms assessed would HAVE negligible impacts with only less than 1 % experiencing Major impacts. Overall, therefore on balance, it is that impacts would be Minor Adverse impact.

For ADF 321 (96.40%) of all 333 rooms would fully comply with the BRE target values. 9 (2.70%) would experience minor adverse impacts and 3 (0.90%) would experience moderate adverse impacts. 8 of the 11 infringements are to bedrooms which are of less significance as they are mainly occupied at night time.

Overall therefore the ADF assessment shows that 96.40% of the rooms assessed would have negligible impacts with none of the rooms experiencing major impacts.

For APSH all 117 rooms assessed would fully comply with the BRE target values when measured against the BRE sunlight assessment criteria in APSH terms.

Crusader Buildings.

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

Crusader Building (Former Mill)

For VSC 166/350 (47%) of windows would be compliant with the BRE Target. Impacts on non-compliant windows would be as follows: Minor adverse 19, moderate adverse 46 and major adverse 119.

For NSL 127/200 (63%) of rooms would be compliant with the BRE Target. Impacts on non-compliant rooms would be as follows: Minor adverse 12, moderate adverse 6 and major adverse 43.

For ADF 127/200 (63%) of rooms would be compliant with the BRE Target. Impacts on non-compliant rooms would be as follows: Minor adverse 4, moderate adverse 15 and major adverse 54

For APSH 44/67 (66%) of windows would be compliant with the BRE Target. Impacts on non-compliant rooms would be as follows: Minor adverse 0, moderate adverse 1 and major adverse 22

Phoenix Building (New Build)

With the development in place and the results weighted to make the allowance for the 20% reduction (BRE Target):

For VSC 38/95 (40%) of windows would be compliant with the BRE Target. Impacts on non-compliant windows would be as follows: Minor adverse 18, moderate adverse 37 and major adverse 2.

For NSL 72/95 (76%) of rooms would be compliant with the BRE Target. Impacts on non-compliant rooms would be as follows: Minor adverse 9, moderate adverse 5 and major adverse 3.

For ADF 78/95 (82%) of rooms would be compliant with the BRE Target. Impacts on non-compliant rooms would be as follows: Minor adverse 9, moderate adverse 5 and major adverse 3.

For APSH 25/37 (68%) of windows would be compliant with the BRE Target. Impacts on non-compliant rooms would be as follows: Minor adverse 0, moderate adverse 2 and major adverse 33

In terms of VSC 49 of the adverse impacts result where the existing light levels are below 3%. Any change at this level of greater than 0.6% VSC would result in a failure of the BRE assessment. In real terms these changes of quantum would be barely perceptible to the building occupants and users and it is only the accuracy of the computer programme that can identify such small quantum's of loss.

151 (33.93%) of the rooms assessed with reduction ratios in excess of the BRE Guides 20% would retain VSC values in excess of 15% which are considered good for a dense urban location such as this.

Taking these factors into account illustrates that only 41 (9.21%) of these windows would experience adverse impacts taking into account the very low existing light levels and the urban context of the two sites in this area.

Overall, therefore on balance, impacts from the proposed development would have a Minor Adverse impact.

For NSL 76 of the 84 infringements are to bedrooms which are of less significance as they are mainly occupied at night time. In 7 of the 84 cases, light levels would remain in excess of 50% which for an urban centre such as this can still be regarded as well lit. Overall NSL assessments shows that over 75% of the windows assessed would have negligible to minor adverse impacts. Overall, therefore on balance, it is considered that impacts would be minor adverse.

In terms of ADF 78 of the 90 cases are to bedrooms which are of less significance as they are mainly occupied at night time. Many of the habitable rooms in Crusader Works have reduced levels of light because it is a former mill. 63 of the rooms highlighted currently achieve an ADF figure of less than 0.3%. Any reduction beyond 0.06% in ADF terms, which is a very minimal barely noticeable change, would result in an apparent material reduction in percentage terms when measured against the BRE assessment criteria. These artificially low baseline conditions, which are due to the inherent design of the neighbour itself rather than any external factors which the design team can affect, would artificially skew the perception of impacts in BRE assessment criteria terms. Overall therefore the ADF assessments shows that 73.89% of the windows assessed would be left with Negligible to Minor Adverse impacts only. Overall, therefore on balance, it is considered that impacts would be Minor Adverse.

For APSH there would be 2 (1.92%) windows which would experience moderate adverse impacts and the remaining 33 (31.73%) would experience major adverse impacts.

18 of the 35 cases retained APSH light levels in excess of 15% which for an urban centre such as this can still be regarded as relatively well lit. In many cases the adverse reductions are as much as a result of the open aspect of the current neighbour as it is as a result of the scale of the development proposals themselves.

Overall, therefore on balance, it is considered that impacts would be moderate adverse.

Overshadowing (Including Cumulative Impacts)

Five areas have been considered, all of which would comply with the BRE Guidelines in shadowing terms. The taller buildings would cast longer shadows than existing buildings but the impact would be negligible.

Additional Considerations

The following matters are however important in the consideration of this matter:

- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, there will be less natural daylight and sunlight than could be expected in the suburbs;

- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city housing;
- The site is within the City Centre and designated for high density development;

It is considered that that the above impacts have been tested and perform reasonably against the BRE guidelines. The overall effect on daylight and sunlight is considered negligible. The impact recorded against the proposed habitable rooms within Crusader Works would be negligible to major adverse in places but the design of the building has many inherent self-obstructing elements restricting the access of light.

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If the changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. Wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport.

The assessment concluded that the local wind environment could be affected but the detailed design has incorporated soft landscaping around the building and across the open spaces. Effects on pedestrian level wind conditions would be negligible and safe.

The wind conditions would be suitable for pedestrians walking through and around the site and using the main entrances.

Within the surrounding area, wind conditions would be windy but tolerable for pedestrians using the street on the southeast side of Crusader Works. This effect is considered to be of minor adverse significance. Otherwise, the proposal is considered to have negligible effect on surrounding wind conditions.

Cumulative Effects

When future surrounding developments are included, wind effects in and around the site would be slightly alleviated. Resulting cumulative effects would range from negligible to no worse than minor adverse, and the Public Park can benefit from further development of the landscaping, during detailed design of the park, to enhance the shelter to seating areas.

There are no significant cumulative effects due to the size and proximity of the cumulative buildings. Wind conditions remain largely the same in the future scenario, and all locations are suitable for the intended use.

Air quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during the construction and operational phases. The site is located within an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of emissions from surrounding roads. As such, residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

The AQA confirms that mitigation measures are required during construction to minimise dust impacts. Good on site practices would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

The impacts on air quality once complete would not be significant. Pollutant concentrations at the façades of the building would be within the relevant health-based air quality objectives. On that basis, residents would be exposed to acceptable air quality and the site is deemed suitable for its proposed future use.

27 parking spaces and 488 cycle spaces are proposed. An Interim Travel Plan includes measures that promote the use of sustainable transport modes. All of these measures contribute to reducing reliance on the private car and limiting air quality.

Cumulative effects with other committed development would be negligible for both construction and operational phases.

Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact that adjacent noise sources might have on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable.

The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition of any consent granted and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

Acceptable internal noise levels can be achieved with relatively standard thermal glazing. An assessment of ground-borne vibration levels at the site due to tram movements close to the perimeter of the site has shown that residential amenity would not be affected by tram movements

Vibration from trams is low and is unlikely to result in an adverse effect. It is possible that vibration could pass through the building's structure but mitigation would address this.

Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV Reception Report has been prepared based on technical modelling in accordance with published guidance. A desk-based analysis was supplemented by a baseline reception survey that took place in the potential interference zones to increase the accuracy of the assessment.

Potential effects on wireless communication links were obtained via consultation with Ofcom and the relevant stakeholders. A survey highlights that any additional signal degradation to nearby buildings would be negligible. However, the survey considers that digital signal strength in this area is generally strong enough to overcome the attenuation caused by the development.

Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

The location of the site is such that it is 'high speed' ready with the infrastructure is in place for the development to be connected in to superfast broadband.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Crime and Disorder

The increased footfall, additional residents and the improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues

Greater Manchester Archaeological Unit believe that remains of workers' housing from the second quarter of the 19th century 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 the buildings. 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.

The semi-mature trees, shrubs and scrub on 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

The development would remove 3 trees and some shrubs from the site. Whilst these habitats 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 green roof and 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 proposed green roof would have a species rich mix with sedums and alpines boasting a large flower to leaf ratio and offering amazing roof top 'restaurants' for pollinators especially in places where there may be so little else available when commuting on the wing.

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.

Waste and Recycling

There would be a ventilated refuse chute on each residential floorplate opposite the lift core. This would contain a tri-separator compaction machine to enable residents to recycle separate waste streams which are then sorted into separate 1100L Eurobins. The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments with 0.43sqm of space for each apartment. Compacted General Waste will be collected by a private collection.

The refuse collection strategy would be part of the Resident Management Strategy which would be a planning condition. When the bins are 3/4 full, a sensor would alert the building managers that the bins require changing. The waste would be collected by Manchester City Council (MCC) waste operatives on a weekly basis.

In accordance with MCC guidance, containers would be taken to a designated location on collection day. Level access would be provided between the bin store and the highway with dropped kerbs adjacent to the loading bay.

Servicing, Deliveries and Vehicle Movements

Access to the car park would be from Portugal Street East via a one-way ramp controlled by traffic lights. Refuse collection would be from Heyrod Street. A loading bay is proposed to the southwest for delivery vehicles. 50% of the car parking spaces would have EV charging points, with the remaining 50% capable of retrofit

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.

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.

Suds management is proposed through attenuation storage in ground tanks with a flow control device. Along with the meeting the 50% reduction in flows for the residential building would be over 75% for the Public Park Open space would have a significant beneficial impact removing in excess of 57 l/s of surface water from the network during the higher order storm event. Proposed flow rates would be aligned with the betterment requirements for the SRFA.

The underlying soil is predominantly clay with low levels of permeability which could prevent the use of Suds infiltration techniques. Suds could be managed in the public realm through natural drainage to capture surface water runoff rather than draining it to a below ground storage tank storage and managing flows. This would reduce the amount of water draining into sewers which reduces flood risk and requirements for pollution management.

Infiltration management could include permeable surfaces, rain gardens, soakways and infiltration trenches and could be explored further through a condition.

The resin bound gravel would have 100% natural aggregate and be permeable. The surface water would be drained into planting areas or permeable resin bound areas. Where this is not possible, there is the opportunity to look at a permeable block paving solution and the final details of the hard landscaping would be a condition. .

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

Cumulative effects with other committed development would be negligible for both construction and operational phases

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 development.

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.

Cycle Parking - 100% Secure and covered cycle parking would be provided within the building. The 488 no. spaces would be double the provision currently sought by MCC's Residential Quality Guidance. The ground floor cycle stores would be accessed from the footpath to the rear of the building). These spaces would have active frontages, giving visibility outwards and inwards, and would be well-lit, secure and attractive. The entrances and footpaths would also be well-lit to enhance security. Only cyclists and staff will have fobs to access the stores from outside the building and access the cycle store itself. Additional external cycle parking would be provided for guests.

Disabled access – The building would be accessible to all and is designed to meet the accessible standards. This would ensure that homes are adaptable to meet the changing needs of occupants over time, including those of some older and disabled people.

The building and all areas would be fully accessible. All apartments and amenity spaces would be accessed via large passenger lifts which would exceed minimum standards.

Fixtures and fittings, including ironmongery and controls are to visually contrast with their surrounds, be usable by people with limited dexterity and reachable by those who are seated or standing.

All sanitary accommodation within the shared amenity areas would be inclusive. Access to all common areas has sought to minimise barriers and doors.

A 24 hour concierge would be located adjacent to the entrance which has good visual connection for security, deliveries, and can assist visitors and residents if required.

3 of the 27 basement parking spaces would be suitable for use by disabled people. There will also be opportunities for disabled car users who will reside in the development to rent spaces in the nearby MSCP where there are 21 blue badge spaces.

Local Labour – A condition would require The Council's Work and Skills team to agree the detailed form of the Local Labour Agreement.

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

Construction Management - Measures would be put in place to minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site.

Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all impacts associated with the construction, operation and demolition of buildings and infrastructure in order to decarbonise the built environment value chain.

The proposal would contribute to sustainable design and construction through the following measures:

The architect and structural engineer have developed the frame and layout of the buildings utilising narrow columns and flat slabs to minimise the volume of concrete and other construction materials.

Bathrooms are proposed as Pod construction to be manufactured offsite and delivered as completed units to minimise waste and transport of materials to site. During construction the site team will look to purchase products and systems with lower CO2 emissions, consider waste management and recycling opportunities

In terms of the cladding material the panels are manufactured off site in a factory controlled environment which is an effective way of reducing waste. The use of a large format panellised façade system would reduce the amount of deliveries of materials to site.

These materials are hard wearing and last longer than many other cladding systems. The seals between the panels can be easily replaced every 10 to 20 years. It provides a high level of air tightness which reduces energy loss and therefore consumption. The 40% glazing provides a good balance between solar gain/loss & providing natural light.

The approach to the landscape design and targets for zero carbon development have been tackled on three levels; Climate sensitive design, Biodiversity, Carbon offsetting.

- Climate sensitive design: incorporation of Suds systems;
- Biodiversity: a range of species including native and non-native species appropriate to the urban setting, microclimate and with rising temperatures in mind;
- Carbon Offsetting: Consideration of the use of natural materials such as wood or stone, avoiding the use of heavily processed materials such as plastics, consider the use of woody shrubs, hedging and certain tree varieties that are recognised as having good carbon storage capabilities.

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 external amenity spaces, green roof, ancillary external public realm and public park 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.

As per the requirements of policy EN6 of the Core Strategy, developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 488 cycle spaces.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall subject to compliance with 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:

- Once operational, the residents will benefit from events throughout the year, which will serve to develop connections amongst residents to develop the community;
- 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 the building design;
- It would provide job opportunities for local people through the agreement required to discharge the local labour agreement condition that would be attached to any consent granted;
- Help to foster a sense of community through creating opportunities for people to come together in a natural setting, within the proposed public realm and communal areas;
- Help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from residential accommodation;
- 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 access to services and facilities via sustainable modes of transport, such as through cycling and walking. The proposed development is very well located in relation to Metrolink, rail and bus links;
- 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; and
- Will regenerate previously developed land with limited ecological value in a highly efficient manner

Response to Objectors Comments

The development is in line with the Portugal Street East SRF. High density developments are permitted when accompanied by high quality public realm proposals. In these proposals the buildings are accompanied by significant public realm proposals including a new public park to the south.

The immediate context are surface car parks, depots, light industrial units and two to three storey buildings. The Portugal Street East SRF show that the proposals are in line with the future context of the area. The HS2 masterplan identifies Piccadilly Village and Crusader Mill as areas of a different context.

The development is located within a highly sustainable location and as such does not have any requirement for parking provision. The 27 spaces proposed is purely a commercial decision and is considered to be adequate. Issues of parking requirements for the 200 apartments at Crusader Mill were considered as part of the evaluation of that scheme.

Demand for rented accommodation has soared in recent years, especially in the City Centre. This has seen a rise in a professionalised rental accommodation, which has a positive role to play and is raising the standards of management and customer

experience. However, a mix of tenures is required across the City as a whole to ensure there continues to be some balance in the supply. Ensuring the City is delivering a balanced and high quality residential supply is a key objective, to meet demand, retain talent in the City and support economic growth. The proposal would deliver a mix of high quality apartments that complement and add value to the range of accommodation that is coming forward.

The ground floor amenities would create active and positive streetscape from day one of the development opening in the same way that a retail or commercial premises would.

Cumulative impacts

The impacts relating to the construction phase are temporary and predictable. The impact of residual wind microclimate and daylight-sunlight on future residents is expected to produce minor cumulative effects. The impacts are complex and varied, and depend on factors such as the specific location of the residents and how they interact with the Site and the wider environment.

The cumulative impact would be Heritage-Neutral, Townscape - Moderate Beneficial, Sunlight and Daylight -Negligible to Major Adverse, Traffic and Transport - Negligible, Flood Risk and Drainage Negligible, Ground Conditions & Contamination Risk - Moderate Beneficial and Wind negligible to minor adverse within the Public Park.

Overall given the densely developed City Centre location, it is considered that there will be no unduly harmful cumulative impacts as a result of this development

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an appropriate reconciliation payment for offsite affordable housing in the City through a further review prior to the occupation of the development together with a mechanism to re-test the viability should there be a delay in the implementation of the planning permission as explained in the paragraph with the heading 'Affordable Housing'

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 deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site is considered to be capable of accommodating a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of the adjacent Crusader Mills Buildings or the Whitworth Street and Stevenson Square Conservation Areas.

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

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

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

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

Recommendation MINDED TO APPROVE: APPROVE (subject to a legal agreement in respect of reconciliation payment of a financial contribution towards off site affordable housing)

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 ongoing discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Reason for recommendation

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) Dwgs05301 MP 02 2199 (Lower Ground Floor Site Plan) Rev L, 05301 MP 02 2200 (Ground Floor Site Plan) Rev Q, 05301 MP 02 2230 (Roof Site Plan) Rev C, 05301MP 00 1000 (Existing Location Plan) Rev F, 05301 MP 001102 (Proposed Demolition Plan) Rev A and 05301 MP 001201 (Proposed Block Plan) Rev K;

(b) 05301 B1 02 2200 (Block 1, Ground Floor GA Plan) Rev L, 05301 131 02 2201 (Block 1, First to Third & 28th Floor GA Plan) Rev H, 05301 81 02 2203 (Block 1, 4th - 27th GA Plan) Rev J, 05301 B1 02 2229 (Block 1, 29th Floor GA Plan) Rev I, 05301 B1 02 2230 (Block 1, Roof Level GA Plan) Rev C, 05301 82 02 2200 (Block 2, Ground Floor GA Plan) Rev L, 05301 132 02 2201 (Block 2, 1st to 2nd and 22nd Floor GA Plan) Rev K, 05301 82 02 2203 (Block 2, 3rd to 21st GA Plan) Rev K, 05301 B2 02 2223 (Block 2, 23rd Floor GA Plan) Rev I, 05301 132 02 2224 (Block 2, Roof Level GA Plan) Rev I, 05301 83 02 2200 (Block 3, Ground Floor Plan) Rev D, 05301 B3 02 2201 (Block 3, 1st Floor Plan) Rev E, 05301 MP 04 1101 01 802 (Existing Elevations) Rev B, 05301 MP 04 1102 (Existing Elevations 03 & 04) Rev B, 05301MP 04 2201 (Whole Building, South East Elevation) Rev H, 05301 MP 04 2202 (Whole Building, North West Elevation) Rev B, 05301 B1 04 2200 (Block 1, North East Elevation) Rev J, 05301 B1 04 2201 (Block 2, South West Elevation) Rev I, 05301 MP 05 1201 (Blocks 1, 2 & 3, Section CC) Rev B, 05301 133 05 1201 (Block 3, Section AA) Rev B, 05301 B3 05 1202 (Block 3, Section BB) Rev B, 05301 131 10 4201 (Block 1, Typical Upper Floor, Bay Study 01) Rev A, 05301 131 10 4202 (Block 1, Typical Base, Bay Study 02) Rev A, 05301 131 10 4203 (Block 1, Typical Crown, Bay Study 03) Rev A, 05301 B2 10 4201 (Block 2, Typical Upper Floor, Bay Study 01) Rev A, 05301 132 10 4202 (Block 2, Typical Upper Floor, Bay Study 02) Rev A, 05301 B2 10 4203 (Block 2, Typical Base, Bay Study 03) Rev A, 05301 82 10 4204 (Block 2, Typical Crown, Bay Study 04) Rev A;

(c) RFM-XX-00-DR-L-0000 (Site Plan) Rev PL01, 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) Rev PL05, RFM-XX-00-DR-L-0008 (Illustrative Sections-CC-DD) Rev PL03, RFM-XX-00-DR-L-0009 (Hard Landscape GA) Rev PL03, RFM-XX-00-DR-L-0010 (Tree Removals) Rev PL03, RFM-XX-00-DR-L-8001 (Tree Details) Rev PL02, RF17-475-IN09 (Landscape & Public Realm DAS Chapter) Rev PL02 and RFM-XX-00-DR-L-0010 REV P02 (Temporary Landscaping Plan) ;

(d) 64313-CUR-00-XX-DR-TP-03004-P01 (Basement Parking Space Dim), 64313-CUR-00-XX-DR-TP-75003-P01 (RampAnalysis) and 64313-CUR-00-XX-DR-TP-75004-P01 (Car Club Spaces)

(e) Portugal Street East, Waste Management Strategy, Curtins Ref: 64313/WMS, Revision: V11 Issue Date: 03 December 2019

(f) Recommendations in sections, 3, 4, 5 and 6 of the Crime Impact Assessment Version C dated 30/08/18; and

(g) 5 Plus Architects Accommodation Schedule;

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

(i) Mitigation Measures detailed within table 16.1 of Portugal Street East, Manchester: Environmental Statement Volume 1 August 2019 by Deloitte Real Estate;

(j) Inclusions of measures and targets set out Energy and Environmental Standards Statement, Portugal Street East, Manchester dated 24-08-18 by Vitec;

(k) Local Labour Agreement Statement of Intent stamped as submitted on 10-05-19;

(l) Recommendations or equivalent provision to the same level in relation to Broadband installation within the Vitec Broadband Assessment Statement, Portugal Street East dated 31-01-19;

(m) On going implementation of management measures and recommendations as set out in Portugal Street East SRF Public Realm, Manchester Landscape maintenance schedule by Reform, October 2018 / RFM-XX-00-RP-L-0002-PL01;

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

(o) TV reception survey prepared by Astbury's dated 06-06-17 and mitigation measures set out in Deloitte's e-mail dated 14-11-19;

(p) EV Charging numbers as detailed within Deloitte's e-mail dated 04-12-19

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

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

Samples and specifications of all materials to be used on all external elevations drawings to illustrate details of full sized sample panels that will be produced. The panel to be produced shall include jointing and fixing details between all component materials and any component panels, details of external ventilation requirements for the residential accommodation, details of the drips to be used to prevent staining and details of the glazing and frames, a programme for the production of the full sized sample panels and a strategy for quality control management; and

(b) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and drawings as agreed above.

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

4) The demolition of any buildings not covered by the prior approval granted under application ref no 120090/DEM/2018 is covered by any consent granted in respect of application ref no 121467.

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

5) No development shall take place 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

6) 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.

7) 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.

8) No development shall take place until the developer has submitted details to confirm any impacts on Electro Magnetic Compatibility from the proposed development. Where there are any impacts identified details of any necessary Electro Magnetic Compatibility protection measures that are found to be required as a result of the introduction of the substation shall be submitted to and approved in writing by the City Council as Local Planning Authority before development commences.

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

9) (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).

(b) 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.

c) 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.

d) 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 Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

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

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Details of how measures in relation to safe working near to Metrolink will be complied with;
- *Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
- *Agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;
- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- * Details of the loading and unloading of plant and materials;
- * Details of the storage of plant and materials used in constructing the development;
- * construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- * Details showing the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path, unless otherwise agreed with Transport for Greater Manchester;
- *The provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an operational tramway prior to permanent erection;

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

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

11) 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 recording on behalf of Manchester

12) Prior to development commencing, final details of the programme for the delivery of the public realm including confirmation of the period for which the temporary treatment of the 'Green' (dwg RFM-XX-00-DR-L-0010 REV P02) will be in place and timescales for the full delivery of the details as shown in dwg no RFM-XX-00-DR-L-0003-S4-PL06 shall be submitted to an approved in writing by the City Council as Local Planning Authority.

For the avoidance of doubt the development should be delivered in accordance with the approved programme and should not be occupied unless or until any agreed pre-occupation requirements have been delivered in full.

Reason

To ensure delivery of a satisfactory development in line with the approved scheme, 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) and to ensure that a satisfactory measures to enhance biodiversity are incorporated within the development 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.

13) Prior to the commencement of development a programmes for submission of final details of the public realm works and highway works as shown in dwgs numbered (a) RFM-XX-00-DR-L-0003-S4-PL05 and (b)RFM-XX-00-DR-L-0010 REV P02 shall be submitted and approved in writing by the City Council as Local Planning Authority in relation to item (a) in consultation with HS2. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Final details of the temporary treatment of the 'Green' including any required wind mitigation measures as set out in the Portugal Street East, Manchester: Environmental Statement Volume 1 August 2019 by Deloitte Real Estate; (to be agreed in consultation with HS2);

(b) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site;

(d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of ongoing maintenance;

(e) Details of how surface water from the public realm and from Blocks 1, 2 and 3 would be managed within the public realm though Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(f) Green roof to Block 3;

(g) 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);

(h) Street lighting around the site (which includes for consideration of older and disabled people);

(i) Details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within the PSE SRF Area with Piccadilly Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);

(j) A management strategy for the external amenity areas associated with Blocks 1 and 2 including hours during which these areas would be open to residents;

(k) A building cleaning schedule;

(l) 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; 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 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.

14) 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 including the public realm;

*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.

15) 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.

16) The development hereby approved shall be carried out in accordance with the Energy and Environmental Standards Statement, Portugal Street East, Manchester dated 24-08-18 by Vitec;

A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

17) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the development to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be completed before the premises is occupied and a verification report submitted for approval by the City Council as local planning authority and any non-

compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.
Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

18) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and the adjacent tram and mitigating vibration and reradiated noise levels associated with the operation of the adjacent tram line shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and vibration and reradiated noise mitigation measures shall be completed before any of the dwelling units are occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non-compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

19) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

20) Notwithstanding the TV reception survey prepared by Astbury's dated 06-06-17. Following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1

21) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

22) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

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

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

24) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal), parking of maintenance vehicles, details of an ongoing programme of events, activities and classes for residents to include activities within the 'Green' (to include details of how the programme would promote inclusivity), noise management of communal areas and measures to protect Metrolink infrastructure from objects thrown from the roof gardens shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, the promotion of a sustainable and inclusive community within the development, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

25) The development hereby approved shall be carried out in accordance with Curtins Portugal Street East, Manchester, Interim Travel Plan
Curtins Ref: TPMA64313/ITP Revision: Final Issue Date: 29 August 2018

In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv) measures for the delivery of specified travel plan services;
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
- vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
- vii) details of cycle parking within the public realm

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

26) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in

discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

27) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday

10:00 to 18:00 Sundays and Bank Holidays

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

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

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

29) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason: To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 area, to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the

National Planning Policy Framework and to ensure the permanent retention of the accommodation for normal residential purposes

30) 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 and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM), 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 residential premises first commences.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8)) and DM1

31) Prior to occupation of the development a servicing strategy for the building which includes details of how servicing access will be maintained to adjacent buildings and an alternative strategy which takes into account potential impacts from associated with the delivery of HS2, shall be submitted to and approved in writing by the local planning authority to include evidence of consultation to seek agreement to the plan with the adjacent building owners and their agents.

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

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

32) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

33) The window(s) at ground level, fronting onto Fair Street, Portugal Street East and Heyrod Street Lane 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.

34) (a) If the demolition hereby approved for Rammon House does not commence before 30th April 2020, the building shall be reassessed for bat roosting potential and the finding supplied to and agreed in writing by the LPA. For other buildings if the development does not commence before 30th April 2021, the building will be reassessed for bat roosting potential and the finding supplied to and agreed in writing by the LPA.

(b) If during works to demolish the building hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority.

Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time in accordance with the approval of a programme for implementation of any required mitigation by the City Council as Local Planning Authority.

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

35) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy

37) Notwithstanding the details contained within condition 2 above, prior to the commencement of development a scheme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

(a) Final details of associated highway work (as appropriate to Plot A and adjacent public realm within this application) as detailed within 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.

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).

38) The development shall be carried out in accordance with the Crime Impact Statement Version C dated 30/08/18. The development shall only be carried out in accordance with these approved details. The development hereby approved shall

not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework

39) Prior to commencement of development final details of air quality mitigation shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the development is in operation for this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: <http://iaqm.co.uk/guidance>

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect future residents from air pollution pursuant to policies SP1 and DM1 of the Core Strategy.

40) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the communal facilities shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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

41) The proposed communal uses within the ground floor and basement hereby approved shall be ancillary to the residential use of the building and not operate as separate planning units or commercial uses for which a separate application for planning consent would be required.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

42) 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.

43) None of the development hereby permitted shall be commenced until detailed design and construction method statements have been submitted to and approved in writing by the Local Planning Authority in liaison with HS2 Ltd.

The design and method statement/s to be submitted under the above condition, shall include arrangements to secure that, during any period when concurrent construction is taking place of both the development hereby permitted and of the HS2 works, the construction of the HS2 works are not impeded. The scheme hereby approved shall not be implemented other than in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority in liaison with HS2 Ltd.

Reason: To ensure the proposed development does not impede the delivery of High Speed 2, an infrastructure project of national importance.

44) The residential accommodation within Blocks 1, 2 and 3 shall not be occupied unless or until the areas of Public Realm identified as the Proposed Public Park on page 01 of Re-Form Landscape's LANDSCAPE AND PUBLIC REALM Document and as shown in either dwgs RFM-XX-00-DR-L-0010 REV P02 or RFM-XX-00-DR-L-0003-S4-PL06 (in line with conditions 11 and 12) has been fully implemented.

Reason

For the avoidance of doubt and to ensure a satisfactory development pursuant to Core Strategy policies SP1, DM1, EN2 and CC6.

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: 121099/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.

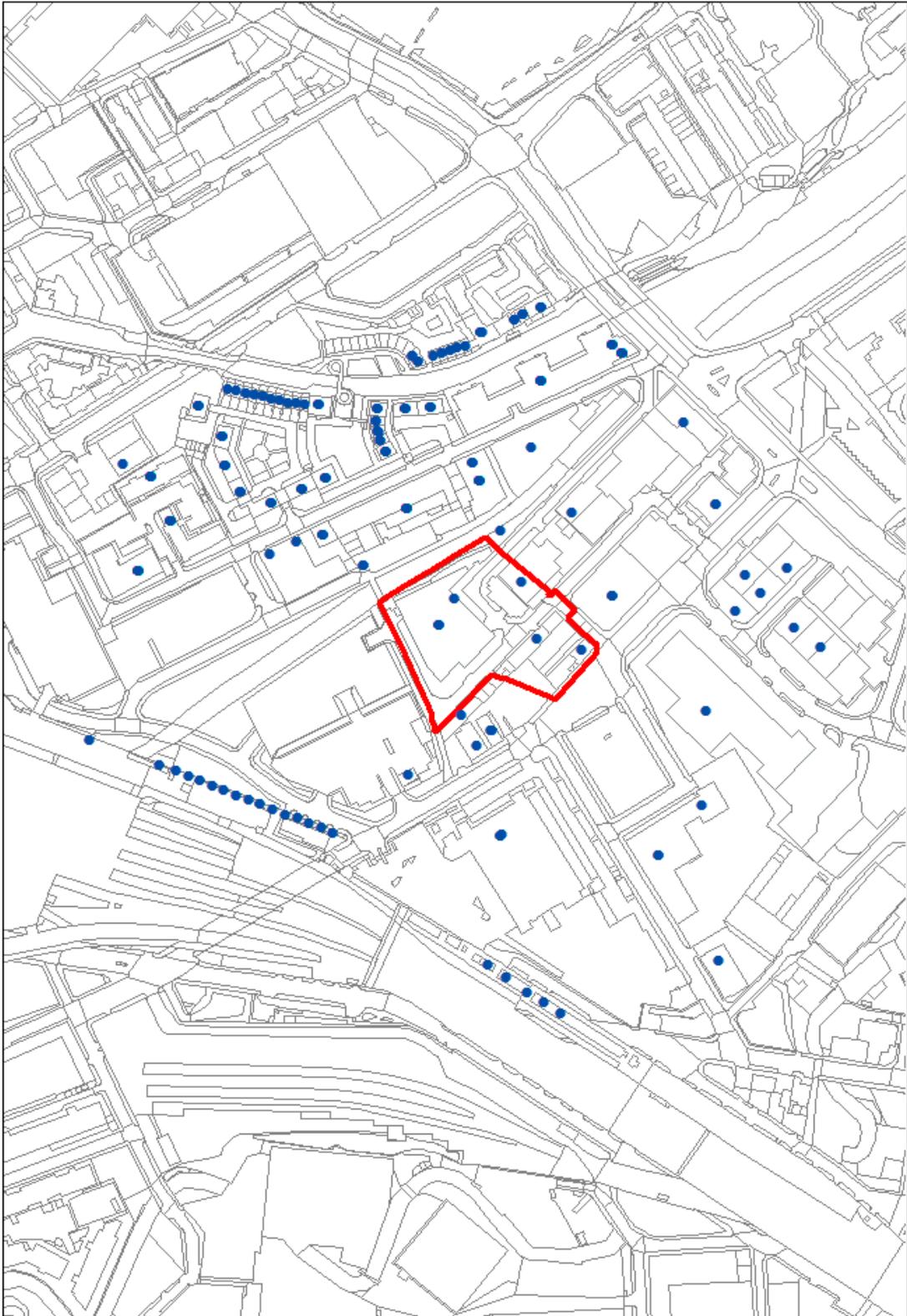
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Regeneration
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
United Utilities Water PLC
Canal & River Trust
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
Civil Aviation Authority
National Air Traffic Safety (NATS)
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
Greater Manchester Geological Unit
Network Rail
High Speed Two (HS2) Limited
Capital & Centric**

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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