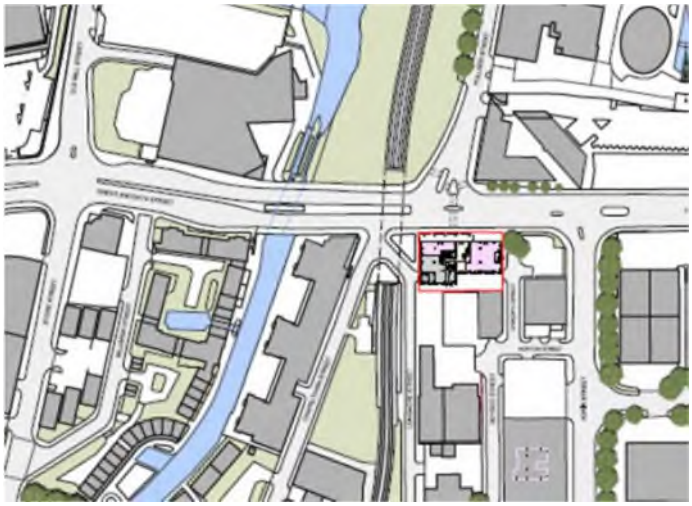
Application Number	Date of Appln	Ward
122000/FO/2018	31st Mar 2020	Piccadilly Ward

Proposal	Erection of a part 25 part 3 storey residential tower (Use Class C3) for 177 apartments comprising 59 x 1 bed (34 x 1 bed 1 person and 25 1 bed 2 person), 113 x 2 bed (44 x 2 bed 3 person and 69 x 2 bed 4 person) and 5 x 3 bed (3 bed 5 person) with ground floor commercial space (Use Class A1, A2, A3, A4 and D1) above partial basement level associated shared amenity spaces at 3rd floor level, realm enhancements following demolition of existing buildings.
Location	Victoria House, Great Ancoats Street, Manchester, M4 7AB
Applicant	, Forshaw Land and Property Group, C/o Agent,
Agent	Miss Elinor George, Turley, Tenth Floor, 1 New York Street, Manchester, M1 4HD
Key Date	Any further comments on this application to be received no later than 10.00am on 26 May 2020.

Description of Site

The site is approximately 0.16 hectares (0.39 acres) and is located to the east of the City Centre. It is bounded by Great Ancoats Street, Epworth Street, industrial development to the south / south-west and Longacre Street and the Piccadilly – Ashton-under-Lyne Metrolink line).



The site is occupied by a complex of 2 and 3 storey red brick office / warehouse accommodation facing Great Ancoats Street, Epworth Street and Longacre Street and contains a safe deposit business. A service area is accessed via Longacre Street and a gated access provides access to a car parking area for 10 cars.

The site is adjacent to Piccadilly Station and the Inner Relief Route with access to all sustainable transport options. Pedestrian connections and permeability are compromised with the environment dominated by traffic. The New Islington metro-link stop is to the north and Piccadilly station to the south-west.

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.

The nearby Crusader Works (grade ll listed), is being converted to apartments (113363/FO/2016 and 113364/LO/2016) with a 10 storey apartment building is being built to the north. Permission has been granted (122599/FO/2019) for a part 13 / part 14, 275-bedroom hotel at the junction of Adair Street and Great Ancoats Street, and on the site of Rammon House permission has been granted for the construction of two residential buildings 29 and 23 storeys along with a new public park (121099/FO/2018). These proposals include the demolition of existing buildings.

Other nearby listed buildings include the Co-operative Warehouse (both Pollard Street) Grade II Listed. The nearby Vulcan works is considered to be a non-designated heritage asset. The Whitworth Street, Ancoats and Stevenson Square Conservation Areas are close by with potential for the site to be seen in views from within these Areas.

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 is within the HS2 safeguarding area. It is expected that the safeguarded land would facilitate the construction of HS2 infrastructure and could subsequently be developed for commercial uses.

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Portugal Street East SRF Boundary

The Portugal Street East Strategic Regeneration Framework (PSE SRF) is a material consideration and helps to define the context for determining planning application. It includes six development plots and the application site contains the site known as Plot E.

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Illustration of development plots and context of wider approved 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 a part 25 part 3 storey building to create 177 apartments. 59 would be 1 bed 1 person and 1 bed 2 person; 113 would be 2 bed 3 person and 2 bed 4 person and 5 would be 3 bed 5 person. The ground floor would have commercial space (Use Class A1, A2, A3, A4 and D1) with shared amenity spaces at 3rd floor level. The building height above ground would be approximately 77.7m.

Public realm enhancements are also proposed around the perimeter which would include 14 trees with 4 on Great Ancoats Street and 10 facing the 'Square'.

There would be 2 entrances for residents, one on Great Ancoats Street and one facing the 'Square'. The entrance would lead into a secure reception space with a 24 hour concierge.

The ground floor would also include residents' amenity spaces (including a gym and co-working space), servicing areas including the refuse store, post / parcel storage room and a substation and within the 1st floor there would be a 177 space cycle store within the 1st floor. No on site car parking spaces are proposed but 2 disabled parking bays and a car club space are proposed within Longacre Street.

The commercial unit and residential amenity spaces would have frontages onto Great Ancoats Street and Epworth Street. They would activate the public square approved as part of the Portugal Street East SRF public realm. Ancillary plant spaces would be located at ground and basement levels.

The frontage would be set back along Great Ancoats Street to increase the pavement width and to increase visibility of the pedestrian route to the public square. The 'L' shaped building would provide additional space around the square. The building would project over the ground floor creating a covered external colonnade fronting Great Ancoats Street. Pavement widths around the site would increase as follows: Great Ancoats Street approx. 2.4 m to 6.8m / 7.1m, Longacre Street approx. 1.9m to 2.7m and Heyrod Street approx. 2.3m to 2.9m.

The facades would be a mix of grey and buff brickwork and glazing. It would have a vertical emphasis with the regular façade using similar materials to historical Manchester brickwork buildings. A primary grid would span every two floors with an inset secondary grid to intermediate floors. Stretcher and header brickwork bonds would provide further emphasis to the grids. Natural ventilation would be provided through perforated metal screens. The upper level would have an increased level of glazing. There corner at the junction of Great Ancoats Street and Longacre Street would be chamfered and projecting fins at the ground, 1st and 2nd floor levels provide wind mitigation.

There would be a private resident's garden on level 2 and a green roof would be enclosed to provide privacy and shelter. The planting would improve biodiversity. There would be a perimeter maintenance zone, green roof and lift over runs at roof level with a full storey height parapet.

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

Servicing and loading is intended to be from Longacre Street with space for: bin storage on collection day, drop off and deliveries. The applicant would secure contract parking within nearby Multi Storey Car Parks should this be required. An Interim Framework Travel Plan has been submitted.

Residents would sort waste in their apartments for depositing in a waste chute on each floor which would through a tripartite separator direct it to 3 separate waste bins below. Bin capacity, cleanliness and the transfer of bins between bin stores and on street for collection would be managed by the on-site management team.

The commercial unit would store waste in their demise and take it to a separate refuse store and it would be collected by a commercial operator. 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 (Private Rented Sector).

The storage services business located on site would relocate and the employment would be provided elsewhere

In support of the proposal, the applicants have stated the following:

- The site is in the PSE SRF's which supports the regeneration of the area and specifically the application site and the vision to create a vibrant mixed-use area around the Station.

- The PSE SRF supports buildings of the highest standards, of high density to deliver much needed new homes.

- This is a highly sustainable location capable of delivering a landmark development.

- Centre asset that aligns with the aspirations and objectives for the City Centre and Manchester Piccadilly area

- The proposed residential and retail development, coupled with high-quality architecture and public realm, would combine with the surrounding proposed and existing development to create a vibrant mixed use community which will be distinct in both design and character. This would deliver a suitable and beneficial re-use for the site, it would breathe new life into an important gateway location, and it would make the City Centre an even more vibrant and attractive place to live, work and visit.

- The proposed retail unit would provide part-time and flexible work opportunities, it is assumed that the proposals would generate a total of 10 Full Time Equivalent jobs.

- The construction phase could create up to 106 direct construction jobs and 160 indirect jobs. This would equal to a total of 266 additional jobs per year.

This planning application has been supported by the following information

Design and Access Statement (inc. Landscape Strategy); Archaeological Assessment: Crime Impact Statement: Ecological Assessment; Energy Strategy Statement and Environmental Standards Statement; Framework Travel Plan; Planning and Tall Buildings 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; Air Quality; Water Environment; TV Reception, Ecology, Human Impact, Climate Change, 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

Consulations

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.

1 letter of objection has been received which makes the following comments:

Height - has got even higher - having a load of other architects agree it could be higher is like having the turkeys voting at Christmas. Needs to come back to the original SRF proposal of 20 floors or less so that the flow of buildings along Gt Ancoats street is more in keeping with the adjacent 14 story hotel.

Tower fire escape - post Grenfell Tower should anything have only 1 core fire escape stairs? Might be 'legal' but unwise and will anyone want to live in such a tower?

Places Matter – Commenting on an earlier version of the proposals felt that the proposal – three storey podium and tower – presented an elegant solution that gives a good proportion of the site to the sky. The relationship of the development to the major road is an appropriate and reasonable response to the site.

They also made the following key points:

- There is a need to ensure that the landscape scheme is thoroughly appropriate and there is some merit in the notion that architecture should be part of the landscape in terms of materiality.

- There were concerns about providing the fire escape to the ancillary block at the centre of the main route through the site occupying almost a third of the frontage.

- The landscape as presented doesn’t suggest an entrance to the building and that the planters shown would block the route.

- The recurring theme of the proposals within Portugal Street East is that there appears very little consideration by the City of how to connect people across the ring road and through this site to Piccadilly, as well as from this site back across to the Metrolink station.

- A super crossing needs to be considered by the Highways Authority and the design of the building should maximise its usage.

- The ‘notch’ to the building corner fronting the square was consider to be a positive feature however, this does seem a little at odds with the otherwise excellent and mathematically ordered envelope. In interrogating the internal layout the effect of the ‘notch’ is to reduce circulation space in a number of the apartments and create lighter lounge areas in some 2-bed units than you have in some 1-bed units.

- The location of the bin stores in what should perhaps be a more active space needed to be reconsidered.

- The very generous cycle stores were supported in principle, but it must be ensured that as these are on a very prominent corner that they do not create a sense of dead frontage and the inclusion of some glazing or other feature to making them a more interesting feature needs to be considered.

- The Panel applauded the decision not to go for a slab building on this site and noted that if at appraisal the building needs to be taller, then there was no issue in that being explored.

- As the building will be visible from the trains approaching Piccadilly the long view both at its present height and any additional storeys would need to be tested.

- The columns to Great Ancoats Street were considered to be visually thin and its was agreed to review the aesthetic of these in terms of size, shape and cladding.

- The top storey was felt to be difficult to read. It somehow needs to feel that it is thinning and it must be ensured that it is as elegant when viewed from distance.

- The roof garden was supported but needed more detail consideration in consultation the Landscape Architect for the public realm.

- The method for tree planting is a key issue, as soil depth will affect the ability of the trees to flourish if they are in raised planters and their positioning and species needs to relate to the uses proposed for the garden.

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

TFGM (Metrolink) – Have raised concerns about, the potential impact of the development during the construction and operational stages on Metrolink Infrastructure and operations; and the safeguarding of modifications as a consequence of HS2 at and the delivery of the Piccadilly Strategic Regeneration Framework. They have recommended conditions to address these concerns and recommend that any infrastructure on or requiring access from Longacre Street would need to be sacrificial to ensure continued access it if the safeguarded land is required on a temporary and possibly, either partially or fully, on a permanent basis to deliver HS2 and Metrolink modifications.

Canal and Rivers Trust – The Green and Blue Infrastructure Statement recognises the value of the Ashton Canal for connectivity including use as part the National Cycling Route. The Canal also provides links to the Etihad Stadium from the City Centre. They would like appropriate wayfinding and signage within and off site to encourage and support the use of the Ashton Canal by residents.

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 2021. 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 would also recommend if feasible the incorporation of bat roosting and bird nesting features for crevice dwelling bats and common song birds and request a condition.

Flood Risk Management Team – Have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions should be attached to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

Environment Agency – No comments received.

Natural England- Have no objections.

United Utilities – Recommend conditions regarding foul and surface water drainage.

Greater Manchester Archaeological Unit – The desk based archaeological study concludes that the site may contain remains of workers' housing from the second quarter of the 19th century. The mid-20th century building 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 11July 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.

S03 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 has continued to grow as the City's economy has expanded.

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 - 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 objectives 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 through building management and public realm maintenance. This would support economic and complement nearby well established and emerging communities. Resident's use of local facilities and services would support the local economy. The proposal would enhance the built and natural environment and create a well-designed place and create a neighbourhood where people choose to be.
NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic and commercial development, leisure and cultural activity, and city living. The proposal would be part of 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 location would minimise journey lengths for employment, business and leisure activities. The proposal would support wider sustainability and health objectives and residents would have access to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Pedestrian and cycle routes are proposed and the 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 – This high-density development would use a sustainable site efficiently in an area identified as a key location for residential growth. It would contribute to the ambition that 90% of new 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.

Manchester's economy continues to grow and investment is required in locations such as this to support and sustain this growth. The City Centre is the biggest source of jobs in the region and 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.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – The development would use the site efficiently. It would promote regeneration and change and create an attractive and healthy place.

The design has been considered by a range of stakeholders. The quality and appearance of the building would meet the expectations of the Portugal Street East SRF. The building and public realm would improve functionality and contribute to the planned growth of the City Centre towards New Islington and Ancoats.

The development would not have a detrimental impact on the setting of the nearby listed Crusader Mill, former Co-operative Warehouse, or Vulcan Works. The listed structures associated with the Ashton Canal are in a mixed setting and the proposal would be viewed within that context.

The scale and quality would be acceptable and would contribute to place making. It would raise design standards 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.

The following parts of the NPPF 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 historical and functional significance of adjacent heritage assets would not be undermined by the development and their significance would be sustained.

The current buildings do not makes any significant contribution to townscape and the site overall 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 cause less than substantial harm to the setting of the adjacent listed buildings and non-designated heritage assets and this needs weighed against any arising public benefits.

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

Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would 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.

Surface water drainage would be managed to restrict it to a 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 evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. 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 or relevance to this proposal:-

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;

- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The above issues are considered in detail in below.

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

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

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 accessibly 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
- Archaeology
- Air Quality
- Drainage and Flood Risk
- Ground Conditions & Contamination Risk
- Wind Microclimate
- TV Reception
- Ecology
- Socio-Economic
- Human Health
- Climate Change

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 HS2, and the successful regeneration within

the City Centre Core continues to expand to it's the eastern and northern fringes forging stronger connections with the existing and planned neighbourhoods beyond.

The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives. The provision of high quality homes is critical to economic growth and regeneration and a high density development is appropriate in this highly accessibly and sustainable location.

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 is close to the proposed (HS2) station entrance. It is close to the New Islington Metrolink stop and is a key link between the Station area and regeneration areas beyond the Ring Road. Development within the PSE Area would transform 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 at 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 and in particular those visiting the Etihad Campus and Sportcity.

The proposal, along with the recently approved residential accommodation (121099), the public realm within the Portugal Street East SRF Area (121467) and Hotel

(122599), would help to re-connect the 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 to further regeneration, and contribute to the creation of an attractive neighbourhood and deliver important physical linkages.

The proposals would deliver public realm to complement that approved within the Portugal Street East SRF. The linkages created by the building form would be part of a wider public realm network within the HS2 SRF area.

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

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

The application proposes 177 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 has been made publicly available through the Councils public access system. This has been independently assessed, on behalf of the Council, and its conclusions are accepted as representing what is a viable in order to ensure that the scheme is not only delivered, but is done so to the highest standard.

The benchmark land value of £1,777,000 and build costs of £32,062,421 are within the range expected based on market evidence. The total costs would be £39,735,345 with a GDV of 8.93%. 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.

There would be provisions incorporated in a s106 agreement to allow the viability to be re-tested to assess whether a contribution could be secured to the provision of affordable housing should market conditions change.

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. Full height windows would maximise natural daylight and apartments would be naturally ventilated. Living area would have increased amounts of glazing. A number of the apartments would be dual aspect.

The open-plan living/kitchen/diner arrangement is flexible and responds to contemporary lifestyles. The proposal includes internal amenity space and support accommodation including a gym, entrance and lounge, co-workspace and commercial space and 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 residents. The shared facilities and amenity space at ground floor, the private external terrace 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 a building of 25 storeys is appropriate in this location. This would be a tall building and should be assessed against the relevant policies in the NPPF and Core Strategy 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 and its impact on the setting of the Ancoats, Stevenson Square and Whitworth Street Conservation Area and affected listed buildings and non-designated heritage assets all of which lie within 500m of the site. The design has been discussed 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 world class buildings that enhance Manchester's competitiveness and attract investment.

Portugal Street East would create an important link between the established city core and large scale development to the east and south. Taller buildings should; relate to key nodal points and gateways, key vistas and public spaces, positively contribute to the skyline and deliver significant, high quality public realm to create a high quality, sustainable neighbourhood.

This is a key gateway site which is suitable for a tall building. It would terminate vistas and create a focal point on a key route between Piccadilly Station and New Islington.

The development would address the following parameters of the Portugal Street East SRF:

- Increase ground level activity and improve connectivity to integrate the site with the urban grain and enhance legibility;

- Create a new high quality neighbourhood and act as a catalyst to further regeneration;

- Ensure that the Portugal Street East area develops a "sense of place";

- Establish a sense of identity and support the successful expansion of the city's core;
- Would create a high quality buildings and public realm;

- Would capitalise on the inherent character of the urban grain, improve accessibility to public transport and promote cycling and walking;

- Would respond to the site’s prominence on the ring road and to rail travellers;

- The quality and quantum of public and private amenity space would support the density proposed;

- Would support and encourage the city centre's expansion.

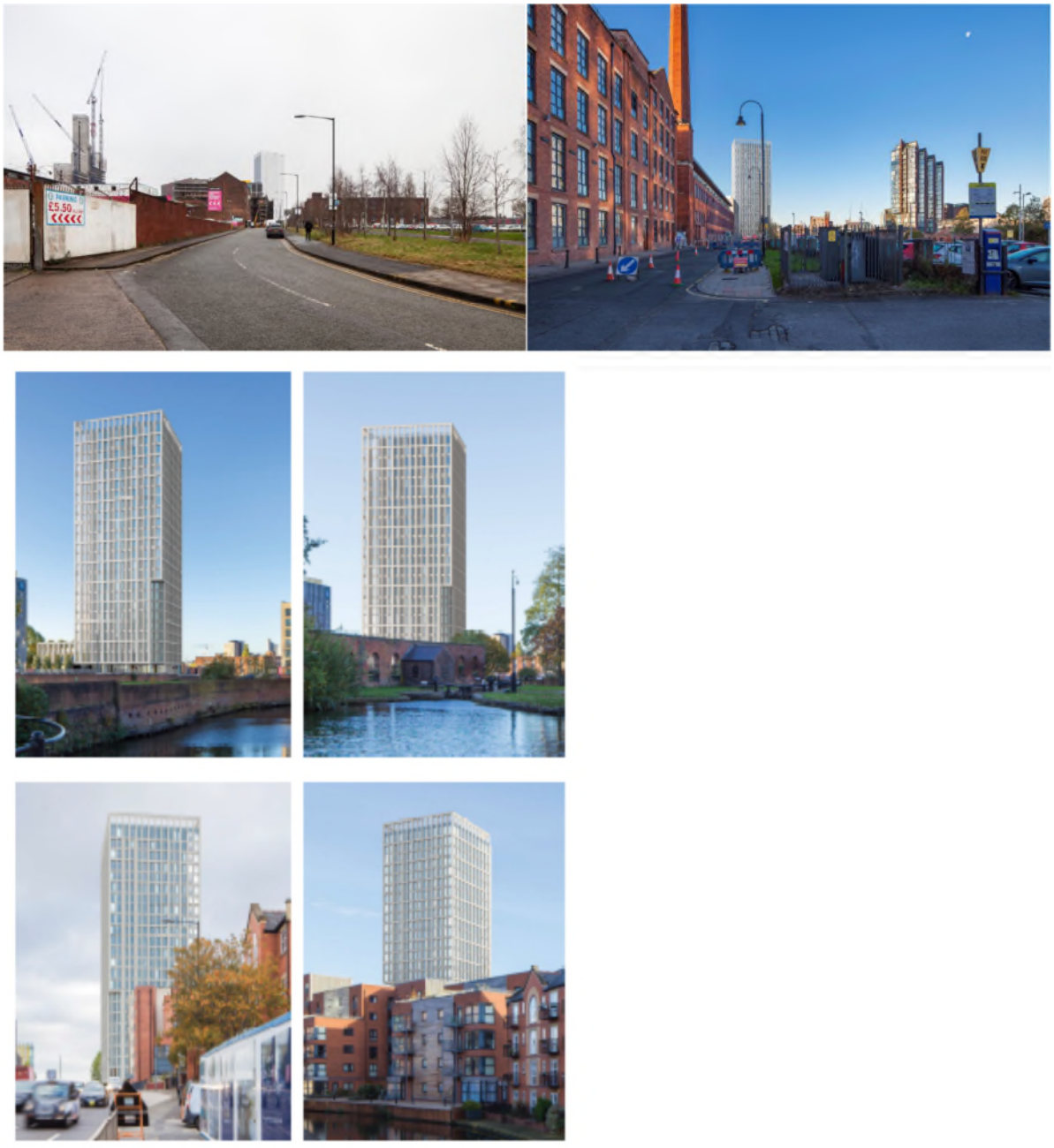
The proposal would improve the area and use the site efficiently. The setting back of the building on Great Ancoats Street and the extension to the Square would create space around the building footprint which would create a sense of openness which would enhance its interface with the public realm. The ground floor uses should strengthen the street frontages and provide natural surveillance.

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

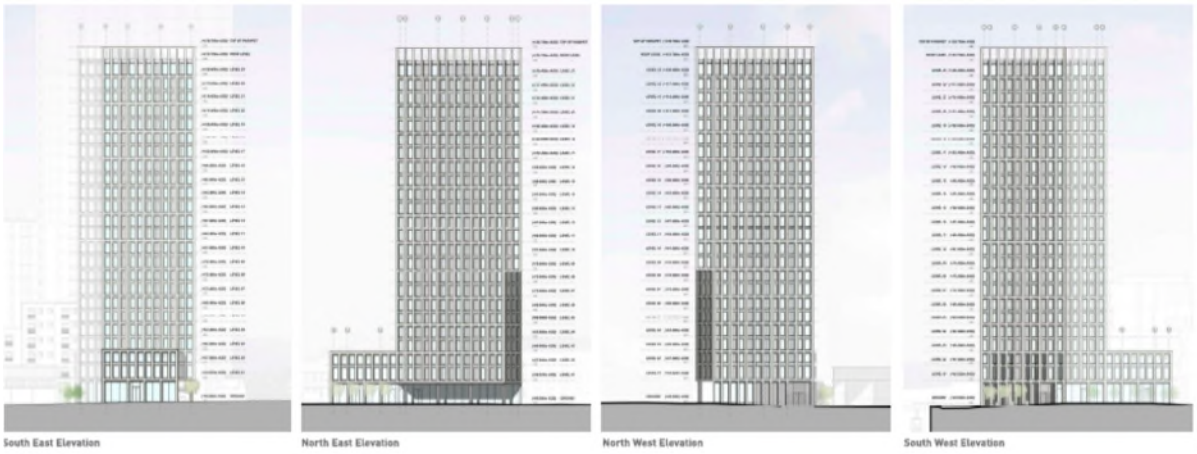
Apart from the adjacent Isis Building, the approved 31 storey Oxygen Tower and the Grade II Listed Crusader Works there is little city scale context. This provides an opportunity to introduce a bold architectural response through a high quality tall building within high quality public realm. The design would create a dynamic skyline which along with Isis, Oxygen and other approved buildings within the SRF would start to define the arrival within the City Core from the East. Their orientation would retain views of Crusader Mill from the approach route from Pollard Street.

The expression of the façades as a regular pattern of bays would reference a City Centre building typology and the ordered grid complements the more horizontal emphasis of the former nearby industrial buildings.

The design of the elevations has evolved from an exploration of the surrounding historical context. The use of a 2 storey grid would increase the verticality and slenderness of the building and further visual interest would be provided through the use of different stretcher and header brickwork bonds.



Indicative renders of Victoria house



The building would comprise areas of glazing and infill panels faced with opaque glazing, these would be separated by deep brick piers and subdivided by perforated metal ventilation panels whose design is based on 2 different historical brickwork bonds found in the area. The building would have a distinctive ‘crown’ and ‘bottom’ and reflect the tripartite subdivision characteristic of many Manchester buildings.

The ground floor level would have deep reveals and a double storey order with large expanses of glazing to provide a strong engagement with the street and increase the active frontage.

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).

5 key views have enabled a qualitative assessment of the effects of the proposal on heritage assets to be undertaken. The overall effect is considered to be Neutral. Mitigation measures were integral to the design such as setting back the building from the streetscape, its articulated form and pale colour palette.

The proposal could affect the significance of nearby designated and non-designated heritage assets through development within their setting, rather than direct effects. The proposals would introduce a substantial and dominant new structure near to the grade II listed Crusader Works and form Cooperative Warehouse and the non-designated Vulcan Works. It would enhance the local street scene, increase activity levels and enhance safety and security.

The quality of the elevations and the proposed brick cladding would ensure the development does not conflict with or detract from the former Co-operative

Warehouse, Crusader Works or Vulcan Works. The listed structures associated with the Ashton Canal exist in a mixed setting and the proposal would be viewed within that context. The historic and functional significance of these assets would not be undermined.

On balance the development would preserve the character and appearance of the Ancoats, Stevenson Square and Whitworth Street Conservation Areas and have a neutral effect on all other identified listed buildings and non-designated heritage assets. There would be no cumulative effects in combination with the proposal for either the construction and operation phases.

A visual assessment, has analysed the impact in townscape terms 20 views were selected with verified views before and after. Mitigation of visual and townscape effects has been incorporated as part of the design process and has evolved through consultation with the Local Planning Authority, Historic England and Places Matter Design Review. A key design decisions was to position the tower at the northwest corner of Great Ancoats Street and Longacre Street in alignment with the historical street grid. This anchors the northern corner, terminates views and creates a focal point and gateway to the public square.

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 three views would be minor adverse, in four views moderate adverse, in one view minor beneficial and within the remaining 12 views negligible.

The proposal 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 Ancoats, 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 (paragraph127).

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

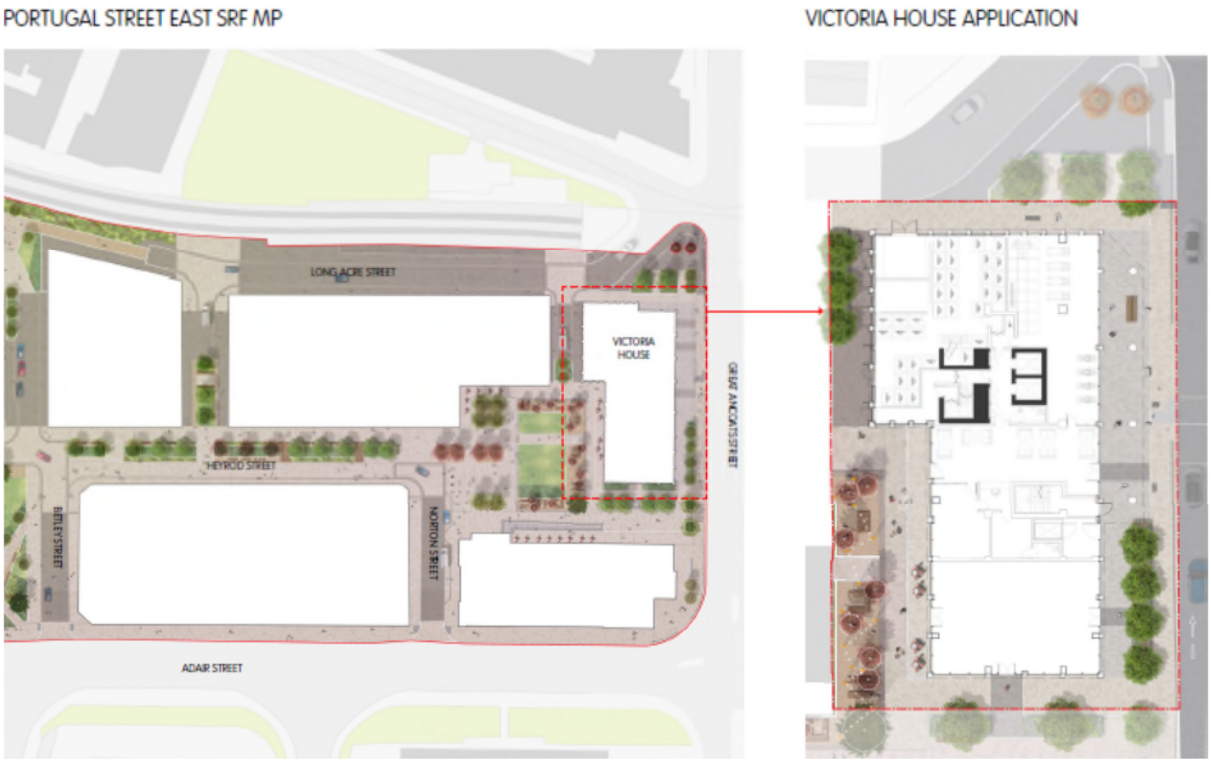
- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and 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

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

The SRF identifies that high quality, safe and accessible streets are crucial to the successful regeneration of this area. Public spaces should provide shared outdoor amenities for residents, employees and the public to support a high density scheme,

Public realm would be provided which would link with that approved for the wider SRF and would set high standards for future development in the area. This would include street trees, planters, street furniture and high quality paving.



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 connections between the city centre, Piccadilly Basin, the HS2 masterplan and regeneration areas in Ancoats and New Islington.

The landscaping would accommodate the needs of all including older people. The final details would be agreed by condition and would include a need to adhere to MCC guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.
There would be seating in the key spaces and throughout the streetscape at a minimum spacing of 100m but largely more closely located. The seating would respond to the microclimate and be in areas of good surveillance and well lit. They would be at the edge of the space for maximum comfort and good views. The seating would Include benches with back and arm rest.

There would be bins at key path junctions and would not be directly next to seating. The bins would include segregated recycling. with raised kerbs demarcating between vehicle and pedestrian spaces, tactile and drop paving to crossings, paving contrasts at level changes, handrails and or balustrades where required.

A signage strategy would help with way finding and up immediate destinations and beyond along with key transport hubs i.e. Piccadilly train station and tram stops. The signs would include distance and/or walking times.
<u>Architectural Quality</u>

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

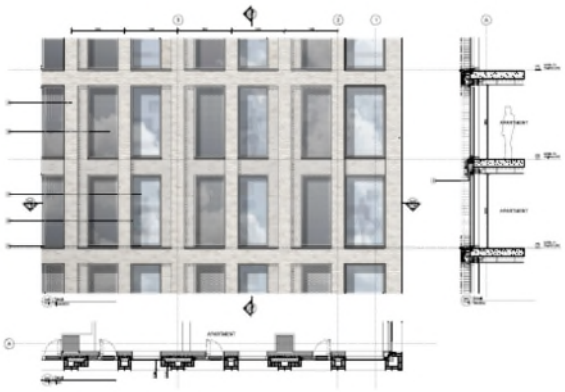
There are a variety of materials and building styles in the area with small-scale brick industrial buildings to converted brick mills and more contemporary buildings in corten steel and metal cladding. It is envisaged that development in Portugal Street East would use simple, high quality materials that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

The elevation has been planned on an 1800mm module with a primary grid spanning every 2 floors and an inset secondary grid to intermediate floors. The primary grid would have a brick and a half (317.5mm) reveal to the window and a further half brick (112.5mm) reveal to the inset secondary grid.

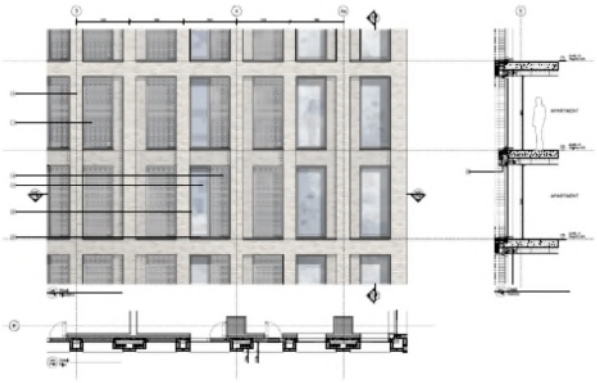
The use of a 2 storey grid would increase the verticality and slenderness of the building form. Further visual interest would be provided by the use of different header and stretcher brickwork bonds. The omission of glazing to the top floor parapet and the inclusion of the lighter glazed panel aesthetic at ground floor would reference the tripartite subdivision which is typical of many historic Manchester buildings.

Natural ventilation would be provided through anodised aluminium opening vents. The design of the perforated vent panel has been based on 2 different historical brick bonds which were found locally. Flush finished aluminium louvres would provide ventilation to ancillary plant spaces. These would also be used to face service access doors to provide a visually continuous and discrete appearance.

The transparency of the ground floor glazed areas would maximise daylight to internal spaces and allow views into ground floor areas increasing passive surveillance and improving security.



Typical Detail 1 - Residential Facade (NE Elevation)
RAPID VENT - Flemish perforated pattern



Typical Detail 6 - Residential Facade (SW Elevation)
RAPID VENT - Flemish Cross perforated pattern

The subtle grey / buff brick tones would produce a lighter and less dominant background to the nearby historic red brick buildings. Anodised panels have a high performance finish which would maintain their metallic appearance over time.

The layered design, contrasting materials, varied brick bonding and variation in depth would ensure that each facade would catch the light in a different way and the appearance of the building would changing appearance throughout the day.

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, podium level garden and the adjacent 'Square'

Relationship to Transport Infrastructure and cycle parking provision

The site is close to all sustainable transport nodes including mainline and local train services, 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.

There are multi storey car parks nearby and discussions have taken place with operators who have agreed in principle to make contract spaces available. The nearest is at Sheffield Street 300m from the site. There are 23 car parks within 1,200m and nine within a 600m which residents and visitors could use. The nearest car park with dedicated disabled parking spaces is at Piccadilly Station with 21 disabled spaces which could be available on a contract basis. 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 disabled parking and 1 car club parking spaces adjacent to the development. Final details of the location would be agreed via a condition attached to any consent granted.

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 cycle store would be well-lit and secure with active frontages, with visibility outwards and inwards. This would be accessed via a dedicated internal lift. The total number of spaces would be 177 resulting in 100% provision of cycle spaces per apartment. There could be 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.

Drop off, servicing and loading is intended to be from Longacre Street.

Sustainability

There is an economic, social and environmental imperative to improve the energy efficiency of 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. Non domestic areas of the building would target a BREEAM ‘very good’ rating.

The proposed approach to CO2 emissions reduction would be through a fabric led energy strategy, in accordance with the principles of the energy hierarchy;

- The energy efficiency of the apartments and common areas would be improved through the application of a significantly enhanced material specification, exceeding Approved Document L1A (2013) criteria;

- The specification of the build fabric would be optimised to benefit from solar gain whilst mitigating the propensity to overheat. This will be achieved through a balance of high-performance u values, very low air permeability, ventilation strategy and solar control to the glazing;

- The enhanced material specification would be supplemented with efficient mechanical and electrical systems, incorporating mechanical ventilation with heat recovery; and

- The proposed heating strategy would be provided by a high efficiency, full electric system to meet the limited energy loads generated by the apartments

All building services have been designed and specified to achieve maximum energy efficiency and reduce mains/potable water consumption with the following items of particular significance:

- Provision of A and A+ rated white goods (where applicable);
- Provision of EU energy efficiency labelling scheme details to assist in the purchasing of energy efficient white goods;
- Heat recovery systems dwelling to maintain a healthy living environment;
- Space and equipment provided for drying of clothes;
- 100% low energy and/or LED internal lighting;

- All external space lighting to be provided by dedicated energy efficient fittings and controls;
- A water efficiency strategy will be determined for the development. This will include 'A' rated appliances (where provided);
- Specification of efficient water fixtures throughout the scheme (low flow taps and showers, dual flush WCs and low volume baths); and,
- Water consumption efficient sanitary fixtures.

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 Quantum Apartments, the Ibis Hotel, Plot G (PSE SRF), and 1 Adair Street (PSE SRF) (hotel site as detailed above) have been identified as receptors in terms of potential daylight and sunlight impacts.

Only sensitive windows facing towards the site have been modelled. The baseline has been taken as the site in its current condition.

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. As only living rooms should be checked for sunlight, no sunlight assessment has been undertaken to the Ibis Hotel or the Adair Street Hotel.

The proposed public open space within the Portugal Street SRF is located to the south of the proposal. The impacts on those spaces was used to inform the site

layout and massing. Due to the orientation, there is a very low probability of any direct impact from the proposal and as such these areas have not been assessed.

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

Daylight Impacts

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive and can comprise a series of 3 tests. 2 of these tests Vertical Sky Component (or VSC), Daylight Distribution (NSL) have been carried out in relation to this proposal.

VSC considers how much daylight is 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 and the less well-lit the room would be. 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 inadequately lit, but there is a greater chance that the reduction would be more apparent. Under the Guidance, a scheme would comply if figures achieved are within 0.8 times of baseline figures as this would not be noticed by the occupier. 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.

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 this context. The baseline situation 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.

Windows within the Ibis Hotel and proposed Adair Street Hotel overlook the site and the BRE Guidance (section 2.2) states that the guidelines 'may' be applied in relation to hotels where occupants have a reasonable expectation of daylight. It is considered that within a city centre hotel, patrons will not typically be occupying the rom during the day, rather attending business functions or sight-seeing / shopping depending on the reason for their stay. It is considered therefore that it is not strictly necessary to consider impacts on the transient / occasional occupants of a hotel room, however as this data is available it is included for information.

The assessment has been carried out on the basis of realistic worse case assumptions as to the internal layouts of the rooms based upon building form and architecture which is the normal practice where access to adjoining properties is not available with an assumption of a standard 4.2m deep room. Floor levels have also been assumed for the adjoining properties which dictates the level of the working plane relevant for the No Skyline assessment.

Baseline measurements

Currently for Quantum Apartments 73/94 (78%) of the windows have a VSC equal or greater than 27% and 61/68 rooms (90%) have a daylight distribution to at least 80% of the total room area. For Plot G PSE 121/206 (59%) of the windows have a VSC equal or greater than 27% and 66/67 rooms (98%) have a daylight distribution to at least 80% of the total room area. For the Ibis Hotel 136/136 (100%) of the windows have a VSC equal or greater than 27% and 90/126 rooms (71%) have a daylight distribution to at least 80% of the total room area. For the 1 Adair Street Hotel 143/178 (80%) of the windows have a VSC equal or greater than 27% and 143/151 rooms (95%) have a daylight distribution to at least 80% of the total room area.

The results for the baseline assessment therefore indicate relatively high levels of BRE compliance for daylight and sunlight, which is unusual for the urban location of the site.

Operational Impact

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

Quantum Apartments 59/94 (63%) of the windows and 68/68 rooms (100%) would meet the target. For Plot G PSE 206/206 (100%) of the windows and 67/67 rooms (98%) would meet the target. For the Ibis Hotel 101/136 (74%) and 115/126 rooms (91%) would meet the target. For the 1 Adair Street Hotel 41/178 (23%) and 69/151 rooms (46%) have a daylight distribution to at least 80% of the total room area.

For Quantum Apartments for the 35 windows which would not meet the target there would be a minor magnitude of impact.

For the Ibis Hotel 14 of the affected windows which would not meet the target would experience a minor magnitude of impact and 21 a moderate magnitude. 4 of the affected rooms would experience minor magnitude impacts, 4 of the affected rooms

would experience moderate magnitude impacts and the remaining 3 major magnitude of impact.

However as detailed above impacts on windows and rooms within hotels within this environment should be given less weight given the transient nature of the room occupants and the fact that the impacts are on bedrooms which have a lower requirement for daylight and consequently a lower sensitivity to change.

For the 1 Adair Street Hotel 36 of the affected windows which would not meet the target would experience a minor magnitude of impact, 43 a moderate magnitude and the remaining 58 a major magnitude of impact. 18 of the affected rooms would experience minor magnitude impacts, 16 of the affected rooms would experience moderate magnitude impacts and the remaining 48 major magnitude of impact.

However as detailed above impacts on windows and rooms within hotels within this environment should be given less weight given the transient nature of the room occupants and the fact that the impacts are on bedrooms which have a lower requirement for daylight and consequently a lower sensitivity to change.

Overall, therefore on balance, impacts from the proposed development would have a Minor Adverse impact which is not considered to be significant in terms of EIA regulations.

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 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.

As it has not been possible to determine all of the room uses within each of the main neighbouring properties, nor is it clear which window should be considered as the ‘main windows’ for the purpose of the APSH sunlight assessment, in Quantum Apartments all rooms with windows facing 90 degrees south have been considered in the assessment.

<u>Quantum Apartments and Plot G PSE.</u>

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.

Overall, therefore impacts from the proposed development would have a negligible impact which is not considered to be significant in terms of EIA regulations.

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

The adjacent consented schemes have already been included within the baseline assessment and there are no known details of any relevant development on adjacent plots which need to be included within a cumulative assessment.

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. Whilst there would be some minor to moderate adverse impacts, the majority of adverse impacts are to hotel bedrooms. The overall effect on daylight and sunlight is considered to not be significant in terms of the EIA regulations.

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. This has been modelled using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport.

The assessment 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, the inclusion of a series of 50% porous wind breaks at ground level, level 1 and level 2 protruding 600mm from the western façade and the installation of a glass screen within the perimeter balustrade of the level 2 terrace that effects on pedestrian level wind conditions would be negligible and safe. The wind conditions would be suitable with the above mitigation for pedestrians walking through and around the site and using the main entrances.

Within the surrounding area, and the above mitigation in place, wind conditions would be windy but tolerable for pedestrians using the surrounding streets. These effects are considered to be of minor adverse significance. Otherwise, the proposal is considered to have negligible effect on surrounding wind conditions.

Cumulative Effects

Cumulative effects with other pipeline developments would range from negligible to no worse than minor adverse with the above mitigation in place.

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.

In terms of embedded mitigation, the energy strategy is proposed to be entirely electrical based and there will be no additional emissions from CHP/boilers.

The impacts on air quality once complete would be negligible. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives. On that basis, residents would be exposed to acceptable air quality and the site is deemed suitable for its proposed future use.

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

Cumulative effects with committed development have not been considered within the submitted EIA, as the proposal does not introducing any long-term emissions into the local area and would not impact on future background Emissions.

Noise and Vibration

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

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

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

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

Acceptable internal noise levels can be achieved with relatively standard thermal glazing. 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 and no mitigation is required for this as a result.

The potential noise impact within the garden is considered to be negligible but a perimeter screen would be provided as part of the scheme which would provide reduce noise levels within the garden.

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 into superfast broadband.

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

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the 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 19th century terraced housing and a timber yard on the site. They recommend targeted archaeological excavation, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. A condition is proposed.

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

There are 2 locally designated sites referred to as Sites of Biological Importance (SBI's) within 1km of the site but these do not have any habitat connectivity with the site and these would not be affected directly or indirectly by the proposal. The River Medlock and its associated wooded corridor is approximately 250m from the site but too distant to be affected.

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 with the presence of street and security lighting adjacent to the building, the presence of roosting bats at the site has been reasonably discounted. Habitats within and adjacent to the site were considered to be of low value for foraging bats.

No signs Schedule 1 species defined within 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

Measures to improve biodiversity are included within the Ecology Report and should be a condition. An ecologist can advise on further ways to provide enhancements, to improve the wildlife value of the development and contribute towards a net gain in biodiversity such as additional bird and bat boxes and plantings to provide foraging and nesting opportunities for bird and invertebrate species. Native, nectar rich plants that attract insects or berries to provide a food source for birds are recommended. Any lighting strategy should avoid unnecessary lighting of roost features.

Tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to an improved ecological value locally. A condition would require details to be agreed.

Trees in hard landscaping would have cellular tree pit systems to the tree pits which would enhance rainwater retention and longer term health and establishment of the trees. Further consideration of species would be subject to a condition.

Column mounted fittings within the public realm 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 opposite the lift core. This would contain a tri-separator compaction machine to enable residents to recycle pre-sorted separate waste streams which are then deposited into separate 1100L Eurobins (capacity for 34 x 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. The waste would be collected by Manchester City Council on a 2 weekly basis. 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

Refuse collection is intended to be from Longacre Street where there would be a loading bay for delivery vehicles. Conditions would require a service management

strategy and off-site highways works, including pavement reinstatements and finishes. The Head of Highways has no objections on this basis.

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 Ashton Canal is 80m to the south west of the site.

The development, with the exception of the highways and the drainage system, would cope with intense storm events up to and including the 1 in 100-year storm return period, which includes an allowance of 40% additional rainfall for climate change. The hard standing would convey water away from the building. Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates.

Suds would be managed through attenuation storage in ground tanks with a flow control device. Flow rates would be aligned with the betterment requirements for the SRFA. The underlying soil is predominantly clay with low levels of permeability which could prevent the use of Suds infiltration techniques but this will be investigated further through a condition. Suds could be linked to the wider public realm through natural drainage to capture surface water runoff rather than draining it to storage tank storage. This would reduce the amount of water draining into sewers which reduces flood risk and requirements for pollution management.

Infiltration management could include permeable surfaces, rain gardens, soakways and infiltration trenches and could be explored further through a condition. Surface water would be drained into planting areas or permeable resin bound areas linked to the wider public realm. Where this is not possible a permeable block paving solution could be explored and the final details 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. The mitigation measures which manage surface and foul water run off during the lifetime of the development. Risk during construction would be managed though industry standard techniques. Cumulative effects 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 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 in an urban environment where industrial activities have taken place over time. It is likely that a significant thickness of Made Ground is present at the site associated with previous development. Elevated levels of contamination may be

present in shallow soil and groundwater beneath the site and it would be necessary to avoid contaminate migration pathways during piling works.

Mitigation measures may be required but with these in place, the site would present a low risk to people in the future. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Disabled access – The building would be accessible to all. This homes could be adapted 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. All primary circulation routes would have sufficiently clear widths to facilitate ease of movement for all users including wheelchairs and pushchairs.
10% of the units would be adaptable for habitation by a disabled person and all are designed to be Part M (building regulations compliant) for visitors.
Fixtures and fittings would visually contrast with their surrounds, be usable by people with limited dexterity and reachable by those who are seated or standing. Barriers and doors have been minimised in common areas. A 24 hour concierge would be located adjacent to the entrance with good visibility for security, deliveries, and can assist visitors and residents if required.

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.

Socio- Economic Impacts / Human Health

The following points are noted as not covered elsewhere within the Report in relation to potential impacts:

The 177 homes could accommodate around 405 new residents in 2022. The expenditure by residents would have a positive economic impact and help to sustain the economic viability of local services and facilities.

The homes would diversity the housing stock and offer variety for residents and provide a broad cross-section of population.

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

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

Construction Management - Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising 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:

Materials: This development would efficiently use non-renewable material resources and reduce the lifecycle impact of materials used in construction. This would be achieved through: Materials with low environmental impact throughout their lifecycle; materials sourced from suppliers operating an Environmental Management System or procuring timber from FSC and PEFC sources, will be prioritised; consideration given to local sourcing of construction materials where feasible and viable, to minimise the impact of CO2 emissions from the transportation of materials

Best practice techniques : to prevent and minimise waste during the design and construction phases of the development will be adopted, as follows:

• Prior to commencement of the above ground construction phase, a site waste management plan (SWMP) will be produced to limit the on and off site environmental impacts of construction. It would detail: Recycled and secondary materials; Waste reduction; Waste segregation; Waste recovery; and Waste disposal.

• A site waste management plan would identify opportunities to minimise waste generation and divert at least 85% of construction waste from landfill; and,

The development would contribute towards making more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction. This would include consideration of: Materials Lifecycle Impacts and the BRE’s Green Guide to specification will be consulted to optimise the material selection and their associated environmental performance and life cycle impact;

Responsible Sourcing of Materials:

- All timber used would be responsibly sourced in accordance with the UK Government's Timber Procurement Policy (FSC sourced timber);
- Materials will be selected which have a low environmental impact throughout their life cycle;
- Suppliers and manufacturers who operate Environmental Management Systems will be prioritised;
- The use of thermal insulation which has a low embodied environmental impact relative to its thermal properties will be specified throughout the development to reduce the construction phase impact of this scheme upon climate change.

Designing for Robustness:

- Adequate protection will be provided for exposed elements of the building and landscaped areas, therefore minimising the frequency of replacement materials.
- Prior to commencement of the construction phase, a Construction Resource Management Plan will be produced by the developer to limit the on and off-site environmental impacts of construction. The waste management strategy will also include the following:
- Pre-demolition audit will be completed of all existing buildings, structures or hard surfaces within the scope of the development site will be undertaken. This promotes resource efficiency via the effective management and reduction of construction waste.
- Procedures to reduce construction waste related to on-site construction and off-site manufacture/fabrication;
- A climate change adaptation strategy appraisal will be carried out for structural and fabric resilience to encourage consideration and implementation of measures that will mitigate the impact of more extreme weather conditions arising from climate change over the lifespan of the building
- A building-specific functional adaptation strategy will be undertaken by the design team, which includes recommendations for measures to be incorporated to facilitate future adaptation.

Summary of Climate Change Mitigation / Biodiversity enhancement

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

The external amenity spaces, green roof, public realm should improve biodiversity and enhance wildlife habitats that could link to established wildlife corridors between the Medlock Valley and the City Centre. The provision of bat boxes and bricks, bird boxes and planting would be investigated through planning conditions.

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 translate 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 177 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:

- Through the delivery of new areas of public realm 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 including 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

Metrolink comments

Whilst the comments in relation to safeguarding are noted, there are wider issues in relation to the ongoing regeneration of the surrounding area which are important. These issues need to be considered in the context of what other mitigation for the use of the safeguarded land could be secured to enable regeneration priorities to be delivered. The provision of public realm within the Portugal Street East SRF Area is a key priority for the area. The final detail of the access and servicing arrangements on Longacre Street would be secured by a condition.

Response to Objectors Comments

The development is 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 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 application is supported by a Fire Safety Strategy. This report demonstrates that the proposed building meets all the functional requirements of Building Regulations 2010 in respect of fire safety. In order to demonstrate compliance with Building Regulations the report has considered the following matters: design; detection and alarm systems; evacuation strategy; structural fire protection; smoke ventilation; and fire service access and sprinkler protection.

The implementations of the recommendations within this Report would be included as one of the approved documents should consent be granted but the Fire Safety Strategy for the building will ultimately be approved by the relevant authorities and not the Local Planning Authority.

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 at an agreed appropriate point 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, Vulcan Work and former Co-operative Buildings or the Whitworth Street, Stevenson Square and Ancoats 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 Chief Executive must give full consideration to their comments.

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

Recommendation : MINDED TO APPROVE (subject to a legal agreement 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 on-going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) Dwgs 10122-A-B5D9-G100-XP-00-003 and 10122-A-B5D9-G100-P-00-003

(b)Dwg 10122-A-B5D9-G110-XP-00-003;

(c) 10122-A-B5D9-G200-P-B1-003, 10122-A-B5D9-G200-P-00-003, 10122-A-B5D9-G200-P-01-003, 10122-A-B5D9-G200-P-02-003, 10122-A-B5D9-G200-P-03-003, 10122-A-B5D9-G200-P-09-003,10122-A-B5D9-G200-P-19-003, 10122-A-B5D9-G200-P-23-003, 10122-A-B5D9-G200-P-24-003 and 10122-A-B5D9-G200-P-RF-003;

(d)10122-A-B5D9-G200-E-NE-003, 10122-A-B5D9-G200-E-NW-003, 10122-A-B5D9-G200-E-SE-003 and 10122-A-B5D9-G200-E-SW-003;

(f) 10122-A-B5D9-G251-D-TY1-003, 10122-A-B5D9-G251-D-TY2-003, 10122-A-B5D9-G251-D-TY3-003, 10122-A-B5D9-G251-D-TY4-003, 10122-A-B5D9-G251-D-TY5-003, 10122-A-B5D9-G251-D-TY6-003 and 10122-A-B5D9-G251-D-TY8-003

(g) Forshaw Land and Property Group VICTORIA HOUSE MANCHESTER Waste Management Strategy VN81191 January 2020, Vectos (Residential Waste);

(h) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Assessment Version A dated 12/11/19; and

(i) Simpson Haugh's Design and Access Statement Feb 2020 10122-SHP-RP-DA03-02 Section 3.5- Accommodation Schedule;

(j) Land at Victoria House, Great Ancoats Street, Manchester, Archaeological Desk-Based, Assessment Report No: 3422.R01b
January 2020 by Nexus Heritage;

(k) Mitigation Measures detailed within Chapter 23 of Victoria House, Great Ancoats Street, Environmental Impact Assessment
ES Vol 2 Environmental Statement, February 2020 by Turleys

(l) Inclusions of measures and targets set out VICTORIA HOUSE, ANCOATS, MANCHESTER ENVIRONMENTAL STANDARDS AND
ENERGY STATEMENT, APRIL 2020, REF: 2018.098 by Element Sustainability

(m) Implementation of Broadband installation in accordance with the Installation Design Document, Victoria House Manchester by hyperoptic.

(n) Victoria House, Stage 2 Fire Safety Strategy, For Forshaw Group, Revision 03, Formal, Date: 5 February 2020 by Hydrock (subject to Buildings Regulations and other required safety sign off);

(o) Victoria House, Air Quality Assessment, Forshaw Land and Property Group Limited, Date: 24 January 2019, Doc ref: VIC-HYD-XX-XX-Y-RP-0003-P02 by Hydrock;

(p)Measures and recommendations within Forshaw Land & Property Group Ltd, VICTORIA HOUSE, GREAT ANCOATS STREET
FLOOD RISK ASSESSMENT, Project NO. 70048738, DATED: NOVEMBER 2018; and

(q) Pager Power, Television Impact Assessment and Baseline Survey, Victoria House, Great Ancoats Street, Forshaw Land & Property Group Ltd January, 2020 and mitigation measures set out within.

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

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

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 panels 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) Submission of a Construction Environmental Management Plan (CEMP) (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

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

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

4) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site

during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

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

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

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

6) The consent hereby granted assumes that no infrastructure or services relating to the development should be placed within Longacre Street, unless those features are wholly sacrificial.

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 10122-A-B5D9-G200-P-00-003 Rev 00 no development shall take place until final details of the scope and specification of vehicle incursion protection to be installed along the boundary of the development which is shared with Metrolink has been submitted to, and approved in writing by Manchester City Council as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester).

Reason:
To 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) No development shall take place until the developer has demonstrated to the satisfaction of Transport for Greater Manchester that
the proposed works will not have an adverse effect on the Great Ancoats Street Underpass. In order to demonstrate this, the
detailed design (including the results of any structural surveys) and the proposed tunnel monitoring regime during the development

construction must be submitted to and approved in writing by the Local Planning Authority (approval to be in consultation with
Transport for Greater Manchester

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

10) Prior to occupation of the development a servicing and access strategy for the building which includes details of how servicing and fire access would be maintained to take 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).

11) (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.

12) 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:

No development, soft-strip or demolition 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 secured and undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by an appointed archaeological contractor, submitted to and approved in writing by Manchester Planning Authority. Once the WSI has been approved demolition and clearance to current ground level can proceed. The WSI will then be implemented and completed by the same archaeological contractor ahead of any commencement of development groundworks. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
i) Archaeological evaluation trenching
ii) Targeted open area excavation

2. A programme for post investigation assessment to include:
- production of a final report on the results of the investigations and their significance.

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

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

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

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

Reason: In accordance with NPPF 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

13) 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).

14) 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) 10122-A-B5D9-G200-P-00-003 Rev 00

shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted:

(a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which

demonstrably fully consider and promote inclusive access (including older and disabled people);
(b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site;
(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on-going maintenance;
(d) Details of how surface water from the public realm would be managed within the public realm though Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;
(e) Green roof (Roof level and level 3);
(f) Location and design of all street furniture including seating, lighting, bins, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);
(g) Street lighting around the site (which includes for consideration of older and disabled people);
(h) Details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within the PSE SRF Area with Piccadilly Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);
(i) A management strategy for the external amenity areas including hours during which these areas would be open to residents;
(j) A building cleaning schedule;
(k) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; 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

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

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

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

or shrub of the same species and size as that originally planted shall be planted at the same place,

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

15) 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.

16) 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.

17) The development hereby approved shall be carried out in accordance with the VICTORIA HOUSE, ANCOATS, MANCHESTER ENVIRONMENTAL STANDARDS AND ENERGY STATEMENT, APRIL 2020, REF: 2018.098 by Element Sustainability

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.

18) Prior to occupation of

(a) The residential accommodation; and

(b)m The ground floor commercial unit

a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with the developmet 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.

19) 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 any 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.

The following noise criteria will be required to be achieved:
Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq
Gardens and terraces (daytime) 55 dB LAeq

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.

20) Before the development commences a scheme for acoustically insulating the ground floor commercial use against noise from adjacent roads and railway line and any noise transfer from the ground floor uses to the residential accommodation above shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location.

The approved noise insulation scheme shall be completed before any of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

21) Before any use of the ground floor commercial uses hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

22) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the ground floor commercial unit shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy 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

23) Notwithstanding the TV reception survey prepared by Pager Power, January, 2020, if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to television interference complaints after the date 12 months from the completion of development.

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

24) 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.

25) 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).

26) 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

27) 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.

28) 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.

29) The development hereby approved shall be carried out in accordance with Curtins Portugal Street East, Manchester, Interim Travel Plan
Final Issue Date: 28 01 2020

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.

30) No part of the development shall be occupied unless and until details of a parking management strategy for residents including the final number of disabled parking spaces 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.

31) 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.

32) 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.

33) 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

34) 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

35) 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

36) The window(s) at ground level, fronting onto Longacre Street, Great Ancoats Street and the 'Square'/ Heyrod Street 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.

37) (a)If the demolition hereby approved for the existing buildings and structures on site does not commence before 21st April 2021, the building shall 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 if found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority.

Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time 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.

38) 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

39) 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 E and adjacent public realm within this application) as detailed within Dwg 10122-A-B5D9-G200-P-00-003; 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 including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points, installation of some guard railing to ensure pedestrians cross at the safest and most appropriate locations.

(c) A review of the TROs in the vicinity of the site to including securing disabled parking bays and a car club bay and final details of the loading bay.

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).

40) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 12/11/19. 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

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.

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: 122000/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.

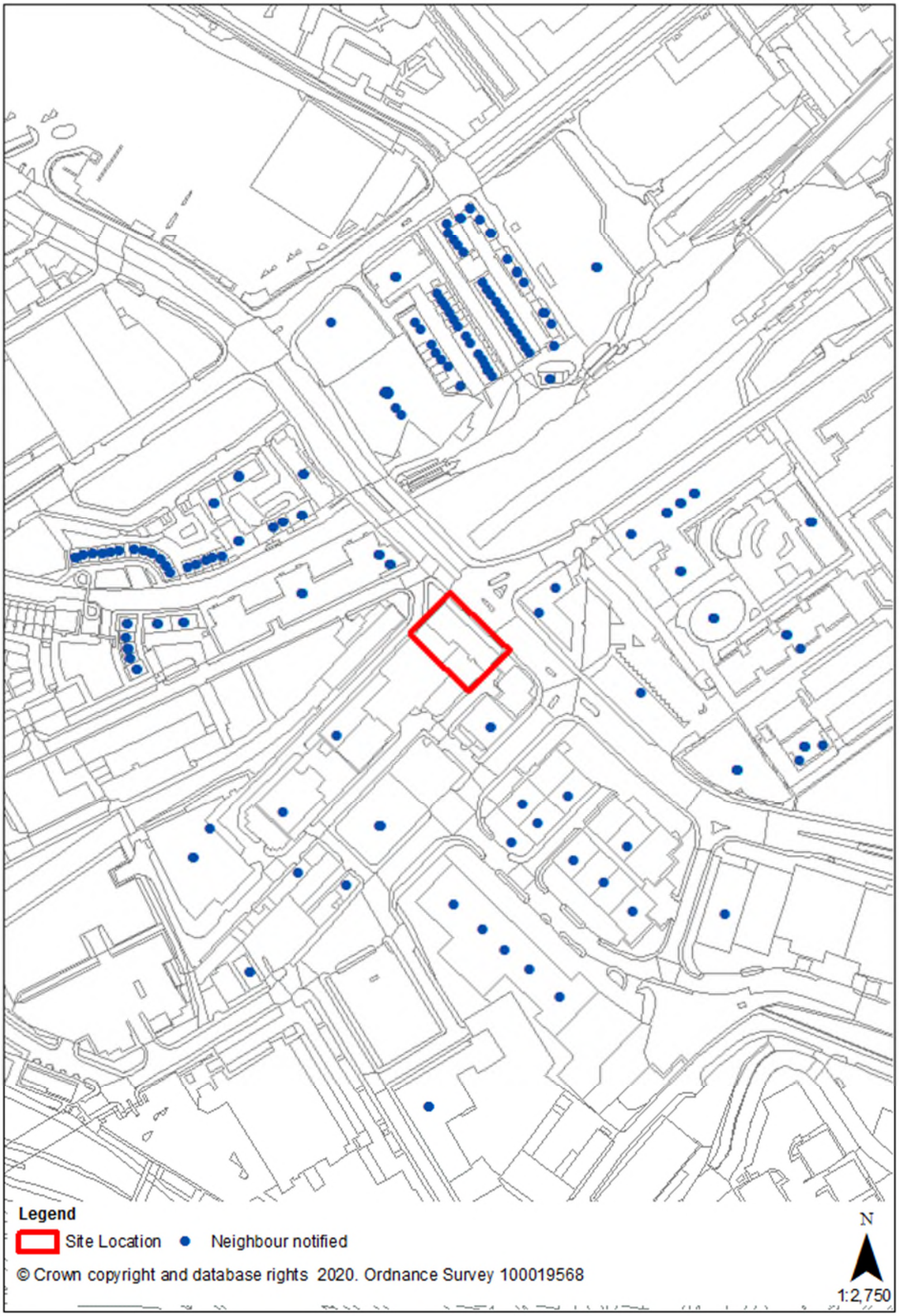
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Work & Skills Team
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Civil Aviation Authority
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Planning Casework Unit
City Centre Renegeration
Natural England

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

Representations were received from the following third parties:

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