

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
126608/FO/2020	16th Apr 2020	27 <sup>th</sup> Aug 2020	Piccadilly Ward

**Proposal** Erection of part 4, part 11 storey residential (Class C3) development (with roof top plant room) comprising 66 (Class C3) residential units (3 x 2 bed town houses, 46 x two bed apartments and 17 x one bed apartments) together with associated car parking (10 spaces including 5 EVC spaces), cycle parking (66 spaces) communal roof terrace (level 6), landscaping and ancillary infrastructure including rooftop PV panels, alterations to access onto Store Street

**Location** Land To The South Of Store Street, Manchester, M1 2NE

**Applicant** Mr Thomas , H2O Urban & Clarion Housing, 5 Windmill Street, London,

**Agent** Mr Philip Smith, Canal & River Trust, Canal Lane, Hatton, Warwick, CV35 7JL

**DESCRIPTION OF SITE**



The site is 0.1 hectares and bounded by Store Street, the Ashton Canal, the 3 storey William Jessop Court, a retaining wall and the junction of Millbank Street and Store Street. The elevated Ashton canal passes the southern boundary and crosses Store

Street on an aqueduct, which is grade II\* listed. The site is 200 m North West of Piccadilly Station and is close to all sustainable transport options. Since the nineteenth century it has been used for commercial activities and has contained a number of buildings.

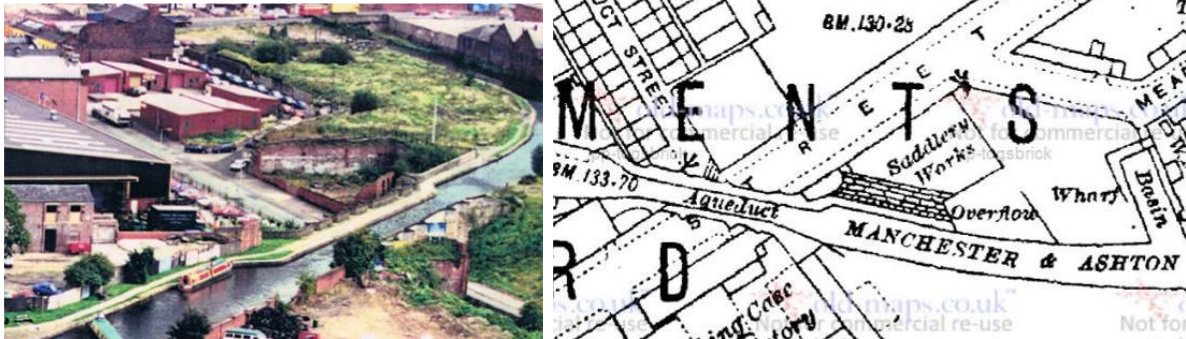


Image of site from 1980's and historic plan from 1920's

The last building was demolished during the 1970's and since then self-seeded trees have become established. The applicant states that antisocial behaviour occurs at the site and a fence has been erected along Store Street in an attempt to control this. Many of the 25 trees currently found on the site have had their crown lifted as part of the measures to discourage anti-social behaviour.

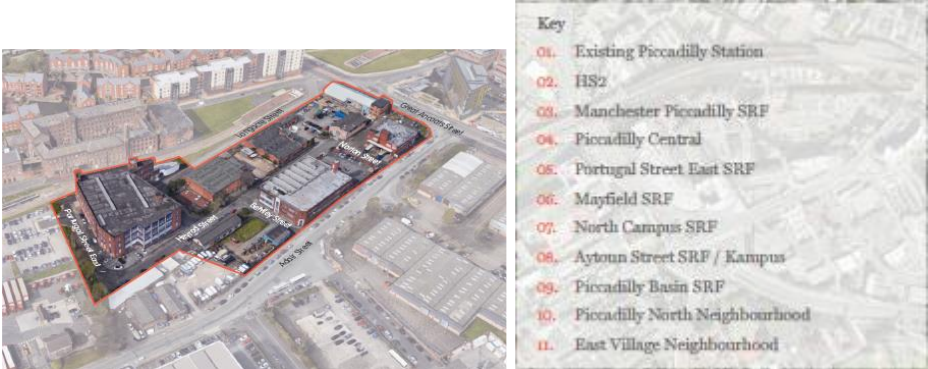


There are 1 and 2 storey industrial buildings nearby with Presbar Die-casting immediately opposite and 3 and 4 storey residential blocks which typify Piccadilly Village around the Canal. However, this is an area where significant change and regeneration is taking place. The Oxygen development immediately to the north ranges from 12-32 storeys, ISIS on Great Ancoats St is 20 storeys and the new building element associated with the conversion of the Grade II Listed Crusader Mills is 10 storeys.

Permissions have recently been granted at Portugal Street East for a part 13 / part 14, 275-bedroom hotel at the junction of Adair Street and Great Ancoats Street (122599), 29 and 23 storeys residential buildings and a public park at Rammon House (121099) and a 25 storey residential building at Victoria House (122000).

There are surface car parks near to 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 slopes up on Store Street from the Aqueduct to the corner of Millbank Street by approximately 1.5 metres. The site then further rises up to the towpath of the Ashton Canal a further 5 metres on the corner of William Jessop Court. The change in level from the Aqueduct on Store Street up to the canal towpath is 6.5m.

The site is within the HS2 SRF Area and close to the Portugal Street East 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 adjacent Portugal Street East SRF is a key component of this.



**HS2 and Portugal Street East SRF Boundaries (application site top right hand corner)**

**DESCRIPTION OF PROPOSALS**

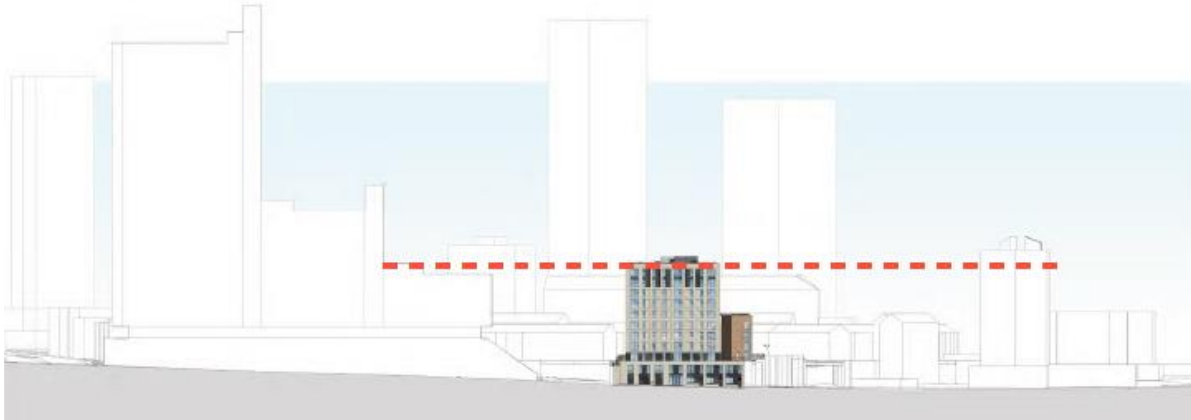
The application proposes the erection of part 4, part 11 storey building comprising 66 shared ownership homes (100% affordable) delivered through a joint venture with a registered provider. It would include 3 two bed town houses, 46 two bed apartments and 17 one bed apartments.

20% of the affordable homes would be secured through a S106 Agreement and the remaining 80% as a condition of grant funding from Homes England. The shared ownership housing model requires that the homes would be available for purchase at between 25% and 75% of market value. Occupiers who have entered into a Shared Ownership Lease would be allowed to 'staircase' to full ownership.

An access onto Store Street would be altered allow site maintenance and link residents with the towpath. These access routes would be secured with a fence along the boundary and an access controlled gates to the towpath edge.



The building height above ground would be approximately 36.5m on Store Street (11 storey block) and 13.1m facing the Canal (4 storey block).



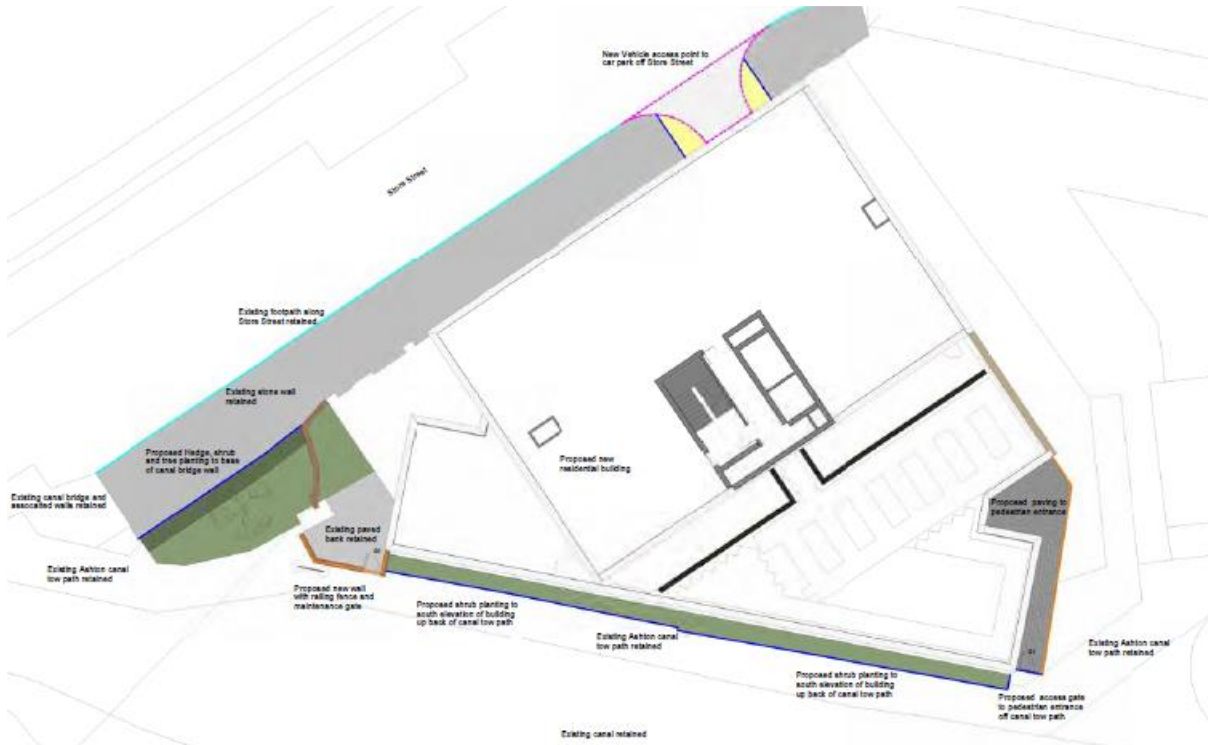
The main entrance to the apartments and the town houses would be from Store Street, There would be 10 parking spaces including 5 EVC's and 2 disabled spaces with passive provision 5 further EVC spaces, 66 cycle spaces, refuse and recycling storage, plant areas and a substation on the ground floor. Some apartments would have private terraces and a mixture of Juliet and projecting balconies. A landscaped communal roof terrace would include decking for seating and raised planters which could be allotments for residents. There would be rooftop PV panels as well as some further panels adjacent to the 6<sup>th</sup> floor terrace.

The elevation fronting the canal would have defensive planting. The railing above the retaining wall on the towpath would be retained. A small parcel of land in front of the aqueduct structure on Store Street would be landscaped to including a tree. A brick retaining wall on Store Street between the aqueduct walls and the proposal would be repaired or rebuilt as necessary. The retaining structures bordering the canal would be retained and the remaining land. The self-seeded trees would be removed, and replaced with groundcover through a geotextile matting to reduce maintenance.

The 25 trees removed would be offset by planting on land owned by the applicant alongside the city's canal network. There would be two parts to this;

- 6 large trees (2-4 metres in height) around locks 1 and 2 of the Ashton Canal. Larger specimens make an immediate impression. Further work is needed to identify the specific position to preserve the integrity of the canal infrastructure
- Fruit trees in planters alongside the canals in the city.

Final details of the planting would be secured by a condition.



There plant rooms and stores at first floor in addition to homes, There is also a void from the car park and cycle store below.



The facades would principally be brick with each block having a different mix of materials which responds to their contexts. The taller element on Store Street would

be buff and the smaller canalside block would be red brick. The plinth to the taller block would have zinc cladding panels approximately to the level of the aqueduct with zinc panels and windows with Juliet balconies set within deep reveals. The top two storeys would have a double height frame inset with clear glazing and zinc panels. The Canal facing block would have projecting balconies and windows set within deep reveals with some set within recessed brick feature panels. The gable elevations to this block would have recessed brick 'panel' features.

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 would be from Millbank Street. An Interim Framework Travel Plan has been submitted.

Residents would sort waste in their apartments for deposit it in 4 waste streams in the bin store. The City would collect on a weekly basis.

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 applicant is the Canal and Rivers Trust on behalf of H2O (a 50/50 joint venture between the Canal and Rivers Trust and a private developer) and Clarion Housing Association. Clarion are one of the largest affordable housing providers in the country. All of the funds raised through the development for The Canal & River Trust are reinvested directly back into the canal network to assist with its ongoing maintenance. It is intended that the development would be part funded by Homes England Strategic Partnerships Programme with Registered (social housing) Providers (RPs)

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

- The application proposes 66 affordable city centre homes genuinely affordable to Manchester residents as the size of the first share sold is based on the buyer's individual circumstances.
- The homes will be targeted towards graduates, young professionals and other economically active households who may otherwise leave the city to seek more affordable accommodation. The scheme has been designed to keep service charges at a minimum and therefore affordable to the target market.
- Purchasers of the shared ownership homes will need to satisfy the following criteria:
  - Be a qualifying buyer unable to afford a home in their local market based on their earned income and any available capital
  - Must use the property as their own main residential home. The lease agreement will contain provision to prevent sub-letting the property in order to ensure that it is used to meet a household's accommodation, rather than business needs.

- The scheme would reuse previously developed land.
- The reuse of this vacant site which has a long history of industrial use is supported by national guidance and local policies.
- The location is a highly sustainable.

This planning application has been supported by the following information

Design and Access Statement (including Landscape Strategy); Archaeological Assessment; Crime Impact Statement; Ecological Assessment; Tree Survey; Energy Strategy Statement and Environmental Standards Statement; Framework Travel Plan; Transport Assessment; Sunlight and Daylight Assessment; Air Quality Assessment; Planning Supporting Statement; Waste Management Strategy; Noise Impact Assessment; and Consultation Statement;

## **CONSULTATIONS**

**Publicity** – The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development affecting the setting of a listed building.

17 letters of objection has been received which make comments on the following topic areas: Design is not appropriate to context; unacceptable Impacts on Sunlight and Daylight levels in adjacent properties; unacceptable impacts on privacy due to overlooking; loss of green space and trees; impacts on adjacent residents from construction activities; highways impacts and unacceptable noise from use of communal areas. These are summarised below:

**Design is not appropriate to context-** There is no attempt to blend with the pre-existing properties in Piccadilly Village; There are no green area or children play area in the plan; The proposal would be too imposing and high for a small site next to low rise development and will dwarf much of the surrounding property. Whilst a tall building may be needed to justify costs this should not justify damage to the enjoyment of the neighbourhood for existing residents;

The buff brickwork may reduce the impact but a building of 50 m long, 28 m deep and 33 m tall is oversized for this small site, especially as it sits diagonally to the canal with one corner right on the edge of the towpath; The site analysis shows that adjacent schemes along the Ashton Canal Corridor are all of five storeys or fewer, and the same is true of the urban quarters that the Piccadilly SRF of 2018 selects as exemplars for development in East Village - Canal Street Manchester, Soho Square in the West End of London, the Lanes in Brighton. The proposal would not be allowed there, and should be scaled down;

Many Piccadilly Village Residents have lived in this area for a long time and know a lot about the practicalities of city-centre life. The design of the proposed building is not a zero-sum game where improvements for neighbouring residents must hurt the investors or future residents; there is no need for another high rise building on Store



Street. In the Covid19 era is high rise densely buildings the only option for future development? The waterfront buildings on the canal are lower than the proposal. Directly opposite town houses are 3 storeys, the adjacent Piccadilly Wharf is also 3 stories with Paradise Wharf's grade 2 listed renovated stable blocks being 2 stories. The 4 storey elevation onto the Ashton Canal with an 11 storey tower is over powering and not in-keeping with the waterfront;

The architectural drawings are deceptive, featuring distorted perspective and the suggestion that the tower block is set back from the Ashton Canal. This is not true as it has a rectangular footprint, running parallel with Store Street but also touching the boundary on the Aston Canal. Assuming the 4 stories of the proposed town houses on the canal elevation are the same height as the apex of the roof of the Piccadilly Village town houses opposite- however they may be taller. The density of the development is significantly higher than the adjacent development of Piccadilly Village and other developments on the on the Ashton canal waterfront. With a comparison of 12 living spaces in Piccadilly Village as opposed to 66 in the proposed development and using an adjacent section of the Piccadilly Village development overlaid onto the plan footprint of the proposed development. At approximately 2.66 times the footprint a like for like comparison in terms of density would be equivalent to 32 units as opposed to the proposed 66;

Aesthetically this is a beautiful and historic stretch of canal which is frequently visited and photographed for both of these reasons. Its features including the Grade II listed aqueduct, the only of its kind, the preserved industrial equipment (Illustration 5) and the basins which were established within Piccadilly Village in 1990 as one of the early city centre developments. Later Piccadilly Wharf was built upon the same scale as Piccadilly Village and in keeping and other developments such as Home developed to look appropriate and draw upon a Manchester mill aesthetic. The proposed development is not in-keeping with the adjacent properties on the canal corridor between Ducie Street and Great Ancoats Street

**Unacceptable Impacts on Sunlight and Daylight levels in adjacent properties-**

The new development will reduce light to some properties by 20%+. The Table below illustrates some of the unacceptable losses of sunlight and daylight for affected properties;

R3/52	BEDROOM	W3/52	36.35	26.37	27.46%	3.02	2.31	23.60%	91.32%	6.16%
<b>10 THOMAS TELFORD BASIN</b>										
<b>Gnd Floor</b>										
R2/50	KITCHEN	W4/50	30.03	17.79	40.76%	1.95	1.01	48.00%	77.42%	14.03%
		W5/50	29.57	17.16	41.97%					
		W6/50	30.24	17.76	41.27%					
<b>1st Floor</b>										
R2/51	LIVINGROOM	W4/51	35.56	24.47	31.19%	2.14	1.46	31.73%	64.77%	30.94%
		W5/51	35.69	24.47	31.44%					
		W6/51	35.73	24.45	31.57%					
<b>2nd Floor</b>										
R2/52	BEDROOM	W2/52	36.23	26.63	26.50%	2.91	2.24	22.87%	92.17%	5.36%

All of the windows in some properties and every single window but one in the run of properties directly fronting the Store Street development (9-16 TTB) will see reductions in light levels which well exceed the 20% target detailed in the BRE

Guide, in some cases by 100%. While the authors of the Daylight and Sunlight amenity report, paid consultants to CRT, may consider this acceptable, I do not. I would therefore like to see amendments to the plans that either reduce this amenity loss to acceptable levels, or provide compensation if this is not possible;

In some adjacent properties main habitable rooms already face north, and what light they do get will be reduced massively by this new development. This is what the Canal and River Trust's own report predicts. The plans should be amended to mitigate this; the layouts within adjacent properties which form the basis of the Assessment are inaccurate. Contrary to the light report there are two living spaces and one large-windowed bedroom. Our view from here will change from "sky" to "large building". The light report cites Oxygen as a precedent for this level of light loss, conveniently omitting the fact that Oxygen have had to pay many tens of thousands of pounds in compensation to residents.

**Unacceptable impacts on privacy due to overlooking-** Windows of development directly aligned on adjacent properties where living spaces are all located on the canal elevation; The new block would have sight lines directly into adjacent properties and every effort should be made to ensure that the alignment of windows between the development and my property would be such that there are no direct lines of sight between the two; If the plan goes ahead the terraced are will be looking into the bedroom windows of Thomas Telford Basin residents;

The proposal will be directly opposite a number of existing properties and the distance apart from the 2 developments is only the width of the canal and tow paths, the four storey block will directly overlook and look into the windows (living areas and bedrooms) of each of the floors of the Thomas Telford Basin houses. There should be consideration of an offset angle to the windows in the new build such that direct view is less possible.

**Loss of green space and trees-** The planned development would replace the current view trees with a direct view of a four-storey block, with a further seven storey block behind it; further details should be provided of the proposed off-site tree planting mitigation scheme. As such, without further detail, planning should not be granted; As an alternative to off site mitigation the applicant should consider the opportunity to provide replacement trees along Store Street within highway land; This development will destroy wildflowers and remove birdsong for people to see and hear as they travel into work;

The developers could at least put green walls and flower boxes on the building, even if they aren't able to design a more innovative structure; It is well documented that the city suffers for the lack of green spaces. This development will see the destruction of a belt of trees in the city centre which, contrary to CRT's reports, are not self-seeding and were planted by Piccadilly Village residents over 15 years ago;

The trees currently provide visual amenity, environmental benefits, and a habitat for wildlife. It is particularly appalling that this destruction is being proposed by a charity for commercial gain; The plans should be amended to include direct and appropriate compensatory action to replace these trees, including in ways that are of direct benefit to local residents; Not only do the trees that act as a small pair of lungs but

also as habitat for many other species of wildlife, including birds and invertebrates that live & nest there. I see them daily. Any new planting of trees elsewhere will not replace the amenity we have at present at a local level, nor replace the ecosystem in its entirety;

The current shrubbery and habitat on the proposed development site is of value to wildlife and residents. Contrary to the submitted Ecology Report this, I can confirm that the proposed sight is a nesting sight and whilst the trees are not fully grown, there is extend ivy coverage. On the boundary to the Ashton canal there is a drystone wall and adjacent fence with ivy cover 30cm deep providing potential roosting habitat for bats. I have seen the black redstart on the site on many occasions, alongside other birds mentioned in the report. Gold finches, long tailed tits, wrens are all regular visitors and I have seen the local nesting kestrels hover and swoop on prey on the site. As a city resident of 22 years with a young family we value the opportunity to view wildlife in the city;

The possibility of planting trees elsewhere, nearby, to replace loss of habitat needs to be considered; Appropriate regulations and guidelines need to be followed when destroying the existing trees to avoid harming nesting birds; Although technically waste ground, the site has been an asset to local residents and commuters using the towpath, providing pleasant patch of greenery and wildlife. It smells of woodland, the wind blowing through the trees sounds pleasant, and it's inhabited by many birds;

Richard Leese and other councillors have spoken about the importance of pocket parks. This is one of the few dense areas of trees in Ancoats; I am very unhappy and disappointed with the behaviour of The Canal and River Trust. It's been clear for years that they have been planning to use the land to generate as much money as they can, without considering a sale to local residents, and without adequate openness about their plans; The site contains several mature trees planted by local residents, along with a lot of smaller plants. The plan is to chop them all down and not replace them with anything in the same area. Should this really be allowed in the context of a "climate emergency"?

**Impacts of construction activities-** Residents have already had to put up with noise, dirt, dust congestion and road closures from the Oxygen and Crusader Mill developments for over 2 years and this will prolong the adverse impact on residents from construction activity; The proposed construction would require further pavement closures in addition to those already created by the adjacent Oxygen development; Given the above context there should be sensible restrictions on the constructors, to include time-limitations, a bar on weekend working, requirement to maintain access to and along the towpath etc.

**Unacceptable noise from use of communal areas** - The use of the roof terrace by residents would turn a peaceful area into a noisy one and this provision should be removed from the proposals; An external communal terrace just above the height of adjacent bedrooms is unacceptable due to the potential for it to become focus for parties and events with their attendant noise and disturbance. Proposals to restrict the hours of access would not be workable given the absence of permanent on-site property management staff. There are numerous existing developments in the city

centre where such clauses are routinely and regularly flouted particularly within Air B and B's.

**Highways Issues** - There would be an adverse impact on the ability of existing residents to park in the area (considering the new oxygen development will already be significantly reducing availability); The proposed levels of parking are inadequate; What consideration has there been in relation to new road layouts / flow to compensate for the increased traffic

**Other** - There has been a lack of meaningful consultation with local residents by the applicant. Noting the view within the submission that "the proposals which form this application have been the subject of discussions with ... **local residents [which]** have informed and influenced the design which has evolved through this process of consultation and discussion." The formal consultation to date undertaken by CRT and its developer has comprised one meeting, on one afternoon, following over eight months of refusal by the CRT to engage on their plans. This is an inappropriate way for any developer to treat with residents directly affected by their plans and is particularly reprehensible for a registered charity. I have also yet to see any evidence that the views expressed at the single consultation meeting have had any impact on CRT's plans;

In terms of pre-application consultation there was one 4 hour period when the developers offered us to meet the team. Their information was lacking including the unfortunate failure of their IT system. Further information we were told would be forthcoming was not. The visual depictions of the site were distorted and not true; Following the announcement of the project, the developers have made little effort to engage with the community and respond to feedback. The "consultation" appears to have been a formality rather than any significant engagement with residents; Access to adjacent areas would be affected by the closure of the tow path during construction; The location of the bin store would block the pavement for pedestrians using Store Street; When 85% of the residences have no parking, why have parking at all, especially any not suitable for vehicles sold in 10 years' time? Perhaps by reducing or eliminating parking space, the pavement could be widened to accommodate all the bins being put out;

Short terms lets should be banned within the development to protect existing residents amenity; Piccadilly Village is being walled in with new large buildings and receiving broadcast TV signals is becoming increasingly difficult; Whilst fully appreciating that the circumstances around the current pandemic residents should still have the right to explain concerns in person to a body of my elected representatives and decisions on developments should not be being made in private by an unelected council official. This decision will directly impact my property values and ways of living and is therefore incumbent upon the LPA to provide mechanisms whereby objectors can personally explain concerns to the decision makers;

There are concerns about Damage to property caused by construction; The proposals would devaluation property in the area and there should be compensation or this.

**Ward Councillors** (Piccadilly Ward)- Representations have been received from Councillor's Wheeler and Connor Lyons as follows:

Councillor Wheeler- I am glad that a constructive and productive discussion has been had between local councillors, officers and Clarion, and feel this has been a useful process to achieve shared goals. It is positive that these are properties outside the buy-to-let market. It will be interesting to see the effect of this model in the ward.

Going into the discussions local councillors had three demands: genuinely affordable quota (housing costs at one third or less of average household income) was met in 20% of these properties. This has now been done. The replacement of the lost trees within the city centre. The brickwork should be in keeping with Piccadilly Village.

Councillor Connor-Lyons – The scheme is a positive step forward and is an example of how the Council and the private sector can deliver genuinely affordable housing to ensure that we can equality of opportunity across our city. Ensuring that there is a 20% affordability was key for this scheme and of course it is the most important aspect for us. Ensuring that all the trees are replaced in the city centre is also important. The wider area has a deep industrial heritage to it that is clearly visible today, it's important that this scheme emboldens that.

**Manchester Historic Buildings and Conservation Panel**- At pre-application stage they expressed concern about the loss of a green open space which could be improved to open up views of the Grade II\* listed viaduct. They acknowledged that the trees could impact upon the stability of the canal embankment. The character is derived from changes in level and this would be lost through the scheme. The Panel believed that a revised architectural composition would respond more appropriately to the adjacent viaduct. The material and height of the podium responded to the viaduct but a contrasting brick should be used for the taller element. The townhouses should have their own character. They were concerned about the lack of defensible space for the large ground floor windows on Store Street.

The scheme is a slight over-development and would not enhance the setting of the listed building which currently dominates the streetscene. The proposal would distract from this setting by becoming the new dominant built form. The built form facing canal should correspond to the development opposite and should not prettify its setting. The open space could be used more positively and improve access to the canal. However, this could be at the expense of the affordable housing. The rooftop planting was merely a means of compensating for the loss of greenery.

**Historic England** – Have no comments.

**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.

**Manchester Water Safety Partnership** – Would like to see a clear management statement around water safety risk assessments during construction and operation. MWSP would like this to cover training for staff members, and signage that will be in place, and clarity around CCTV, lighting and rescue equipment (also public rescue

equipment). They would like to see equipment such as: fencing at any access points, throwline/reach pole, and clear signage detailing location (to inform emergencies services) and actions to be taken in the event of someone entering the river. They would also like to know how near misses, or self-rescues will be reported to the Manchester Water Safety Partnership.

**Canal and Rivers Trust** –. Have no objections but have recommended conditions and informatives.

**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 October 2020. An informative should remind the applicants of their obligations under the Habitat Regulation. Noting the close proximity of the site to 2 Sites of Biological Importance (SBI's) they note that without suitable mitigation there is a risk of pollutants etc. entering the canal system and conditions are recommended to mitigate any potential impacts. They also note that enhancements for biodiversity could also be provided within the development in line with National Planning Policy Section 170.

**Flood Risk Management Team** – Have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards and verify it has been achieved.

**Environment Agency** – Have no objections but have recommended a condition in relation to mitigation from impacts of potential contamination.

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

**Greater Manchester Archaeological Unit** – The desk based assessment (DBA) identifies the principal historic interest is the Ashton Canal Aqueduct which was erected at the end of the 18th century and which is Grade 2\* listed. They consider that there is some archaeological interest for this scheme, but not enough to warrant a pre-commencement dedicated archaeological excavation. Their focus of interest relates to the potential for part of the original course of Shooter's Brook, the original ground surface and character of early 19th century infill deposits, together with the remains of the late 19th century factory and any currently hidden details of the canal wall and associated features that might be exposed during development ground works. They recommend a condition to reflect an appropriate level of mitigation.

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

**Tree Officer**- Has no objection to the removal of the trees subject to mitigation.

## **ISSUES**

### **Local Development Framework**

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

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

### **Saved UDP Policies**

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, 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** - Development in this highly accessible location would reduce the need for car journeys which could contribute to halting climate change.

**SO2. Economy** - Construction jobs would be created and housing provided near to employment. This would support economic growth. Local labour agreements would spread the benefits of growth and reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

**SO3 Housing** - Development in this sustainable location would address demographic need, provide housing in an attractive place and support economic growth. The City's population has continued to grow as its economy has expanded.

**SO5. Transport** - This is a highly accessible location, close to public transport and would reduce car travel. .

**SO6. Environment** - the development would help to protect and enhance the City's natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

## **Relevant National Policy**

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

"For decision- taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (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 would develop an underutilised, previously developed site and create employment during construction. This would support economic growth 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 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 pedestrian and disabled people, cyclists and public transport would be prioritised..

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 of 90% of new housing being on brownfield sites. It would have a positive impact and the

accommodation would meet different household needs. The apartments would appeal to single people, young families to older singles and couples.

Manchester's economy continues to grow and investment is required in this type of location 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.

The proposals would fully comply with Policy H8 providing 20% affordable housing on site within 13 shared ownership units.

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, promote regeneration and change and create an attractive and healthy place. It would maximise the use of land and its design would respond to its context. It would contribute to place making and would bring significant regeneration benefits. The design would respond positively at street level. The design would be appropriate to the location and create a cohesive urban form. The building and public realm would improve functionality and contribute to the planned growth of the City Centre towards New Islington and Ancoats.

The impact on the setting of the adjacent listed aqueduct or nearby listed Crusader Mill would not be detrimental. The listed structures of the Ashton Canal are in a mixed setting and the proposal would be viewed within that context. The submitted Heritage Statement identifies key views and assesses the impact on them. It also evaluates the relationship to context and its effect on the adjacent heritage assets.

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 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 proposal would address the street block and would make a positive contribution to the townscape and enhance the setting and character of potentially affected heritage assets. This would sustain their value as there are substantial public benefits which would be derived from the proposal which would outweigh any harm to the setting which would be caused by the loss of the meanwhile greenspace currently on the site. That harm is necessary both to secure those benefits, to fully realise the optimum viable use of the site and secure its wider potential in urban design terms

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 of 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 Energy 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 and has analysed Low and Zero Carbon technology options to identify the feasibility of incorporation into the development.

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.

There has been antisocial behaviour at the site and security has been enhanced to restrict access. The meanwhile green infrastructure is similar to that occurs on many redundant brownfield sites in urban settings. An Ecology Report concludes that the site does not possess any significant wildlife value with no evidence of specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected. No statutory or non-statutory designated sites would be adversely affected. Impacts could be offset by enhancements delivered as mitigation on and off the site. An Arboricultural Report concludes that the trees on site are in poor to moderate condition due to their age and nature.

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 proposal; 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; and, 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 CO<sub>2</sub> 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 site lies within the north west of the SRF Area. This 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; provide destinations for social and cultural activity; and provide job opportunities for local people.

The SRF identifies increasing density as crucial to sustainable growth and long term economic competitiveness. It is envisaged that the area around this site would include apartments, townhouses, smaller office floor plates, retail, cafes and bars. The Masterplan suggests a densely developed area with building heights of 8-12 storey and the proposal at 4 and 11 storeys is consistent with those parameters.

The proposal would complement this next phase of growth in Manchester, deliver strategic regeneration objectives and improve visual 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 of a vibrant and connected neighbourhood that contributes towards Manchester's economic growth objectives in a sustainable way which includes areas of high quality public realm and other infrastructure between development plots. The proposal would complement these objectives.

Ancoats and New Islington NDF - The priorities for this area include; encouraging redevelopment of vacant and underutilised sites for residential, commercial and service uses and encouraging development that is massed to provide spatial definition along Great Ancoats Street. The proposed development would be complimentary to those objectives.

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

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

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

The proposal would be complementary to the realisation of the opportunities set out above. It would complement the process of establishing a sense of place that would be delivered as part of the delivery of recent approvals within the adjacent Portugal Street East Neighbourhood. It would, along with other pipeline developments start the process of delivering strong visual 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 proposal would contribute to achieving these targets and growth priorities.

Delivering Manchester’s Affordable Homes to 2025 (Report to Economic Scrutiny Committee Sept 19) – This approved an increase in the City Councils affordable



housing targets aiming to deliver at least 6,400 homes which would be affordable to Manchester people – meeting the Council’s 20% affordable homes ambition for the city. New affordable homes should be equally split between social housing, affordable housing and shared ownership properties. Increasing the supply of good quality affordable homes for sale and rent will allow Manchester residents to raise their individual and collective aspirations. The provision of 13 shared ownership homes (intermediate housing) at would align with this target and deliver a planning policy compliant proportion of affordable homes.

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 proposal 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 Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for “Urban Development Projects” within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction and that it sits close to the Piccadilly HS2 Masterplan Area, the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development, subject to suitable mitigation, and therefore an Environmental Statement is not required.

**Principle of the Proposed Development and the Schemes Contribution to Regeneration** – The trees on this brownfield site offer some amenity value but the site is not publically accessible and its ecological value is low. Street level activity in this part of Store Street is poor and there have been incidences of anti-social behaviour at the site. The benefits of the development and the mitigation for the loss of green infrastructure outweigh any visual or ecological harm and the Greater Manchester Ecology Group have no objection.

The site was in industrial use for over a century. Its appearance is similar to other post industrial sites. It has no formal status as open space and most of the trees are growing on the canal retaining structure. These trees will have to be removed soon in any event, in order to protect the integrity of the structure.

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 in Piccadilly over the past 20 years through private and public sector investment. Major change has occurred at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as opportunities are presented by HS2, and the core expands.

The provision of homes, including affordable homes, is critical to economic growth and regeneration in terms of attracting and retaining a talented workforce. This area has been identified as being suitable for new homes and high density development is appropriate in this highly accessibly and sustainable location and this development would be consistent with Manchester’s Residential Growth Strategy which aims to deliver 32,000 homes by 2025 with 6400 (20%) to be affordable.

The homes would be attractive to all including families and young professionals. They would be targeted at graduates, young professionals and other economically active households. The scheme has been designed to keep service charges at a minimum.

The site has a negative impact on the street scene. It has a poor appearance and fragments the historic built form and creates a poor impression for visitors. The Canal and Rivers Trust has sought to secure the site to minimise antisocial behaviour and it is not accessible. Its redevelopment would address these issues and provide a positive use that benefits the surrounding area.

The development along with Oxygen would improve the pedestrian environment and provide safe, well-lit connections and increase permeability and accessibility. This would be a catalyst to further regeneration, and help to create an attractive neighbourhood and deliver important physical linkages.

Employment would be created during construction, 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.

**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. The Shared Ownership proposed would diversify the affordable offer and attract new residents.

An Affordable Housing Statement submitted in support of the application explains the applicant's intention to deliver 100% shared ownership homes. The delivery of a 100% affordable homes would exceed the requirements of policy H8 which requires new development to contribute to the City-wide target for 20% of new housing provision being affordable. 20% would be secured through a S106 agreement. These would be affordable to those whose income aligns with Manchester average salaries affordability criteria.

The remaining 80% would be secured as a condition of funding from the Homes England Strategic Partnerships Programme, under the Homes England Shared Ownership and Affordable Homes Programme 2016-2021, where Registered Providers, including the applicant, aim to deliver at least 130,000 affordable housing starts by March 2022.

Shared ownership housing is a stepping stone to full home ownership and is aimed at economically active households who are unable to secure a mortgage large enough to purchase a home outright. Buyers can purchase a share ranging from 25% to 75% of the equity and pay a rent on the unsold share. If they wish, buyers can subsequently purchase further shares until they eventually own the property outright. Whatever share is owned can be sold on the open market to another household in need, or to any buyer if the seller has acquired 100% of the equity.

The Affordable Housing Statement states that Purchasers:

- Must be a qualifying buyer unable to afford a home in their local market based on their earned income and any available capital
- Must use the property as their own main residential home. The lease agreement will prevent sub-letting in order to ensure it is used to meet a household's accommodation, rather than business needs.

### **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 with some exceeding the minimum areas. Full height windows would maximise natural daylight and apartments would be naturally ventilated. Some would be dual aspect increasing internal light levels.

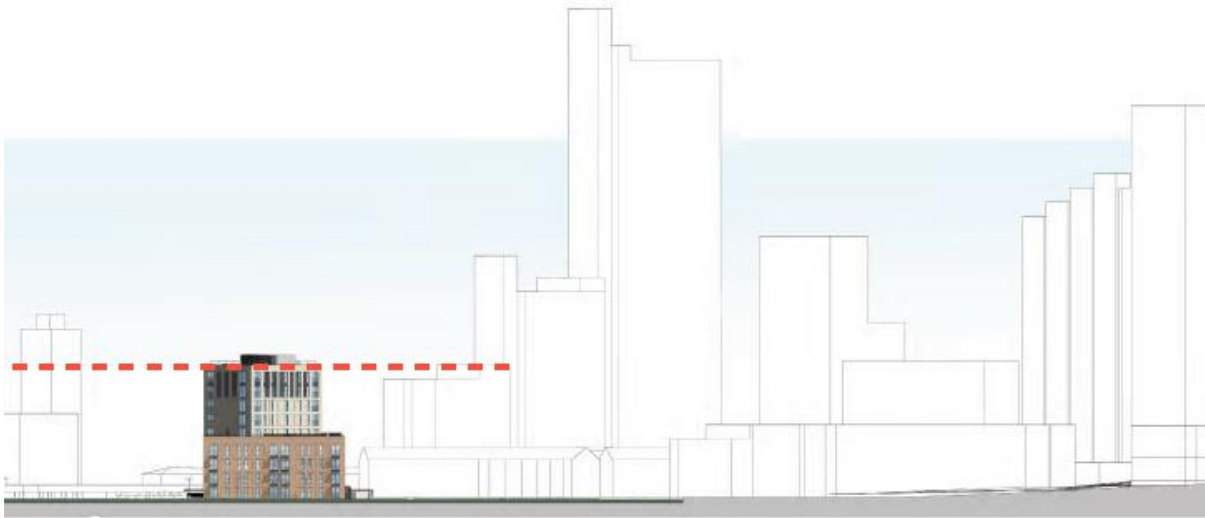
The apartments and townhouses would appeal to single people and those wanting to share. The 2 bed apartments / townhouses would be suitable for 4 people, and could be attractive to families and those downsizing. The open-plan arrangement responds to contemporary lifestyles. The proposal includes some private amenity spaces. A landscaped roof terrace at level 6 would provide communal space with raised planting beds, soft landscaping and informal seating.

A condition requiring details of a management strategy for the apartments and the external terrace area and public realm, would ensure that the development would be well managed and maintained, providing confidence for those wishing to remain in the area long term.

### **CABE/ English Heritage Guidance on Tall Buildings**

The development at a maximum of 11 storeys is considered to be a tall building within some of its local context. However the HS2 Masterplan advocates higher density development in this area. The proposal 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 design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. A key issue is whether the height of the development and its impact on the setting of the adjacent Grade II\* listed Aqueduct is appropriate.



The proposal would be formed from 2 blocks with a four storey element at canal level and an 11 storey element on Store Street. The scale and massing seeks to address the lower scale around the canal and the more dense urban scale of Store Street.

The Core Strategy supports tall buildings that are appropriately located, are of excellent design quality, contribute positively to sustainability and place making and deliver significant regeneration benefits. Viable and deliverable sites within the City Centre are considered to be suitable, particularly where they are close to public transport nodes. The HS2 SRF promotes high-density mixed-use developments, with a residential focus around Store Street, with the potential for taller buildings along main routes into the city centre such as Store Street.

Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive as a result of good architecture, is sympathetic to local character and optimises the potential of the site. The proposal would provide a sense of enclosure, better define the street, create a dense urban grain and follow the historic building line. Its scale, massing and appearance would deliver a high quality contemporary building which would enhance the cityscape.

Each element would have its own character and form, with a limited palette of materials that complement the colour and textures of nearby buildings. They would be viewed as separate buildings and the lower element would be read within the context of the canal side and would not be dominated by the taller block.

The proposal responds to the massing, proportions, elevational subdivision, colours and materials of adjacent buildings in a contemporary manner. It would reinforce the sense of place and enhance the areas character and distinctiveness. The traditional brickwork would reflect the character of the area and the colour associated with the aqueduct. The regular pattern of bays, the ordered grid and the 215mm set back of the windows would complement the design and horizontal emphasis of the former nearby industrial buildings. The townhouses entrances would engage with Store Street and increase the active frontage. The deep 400mm reveals to the frontages would add to the quality and visual interest.

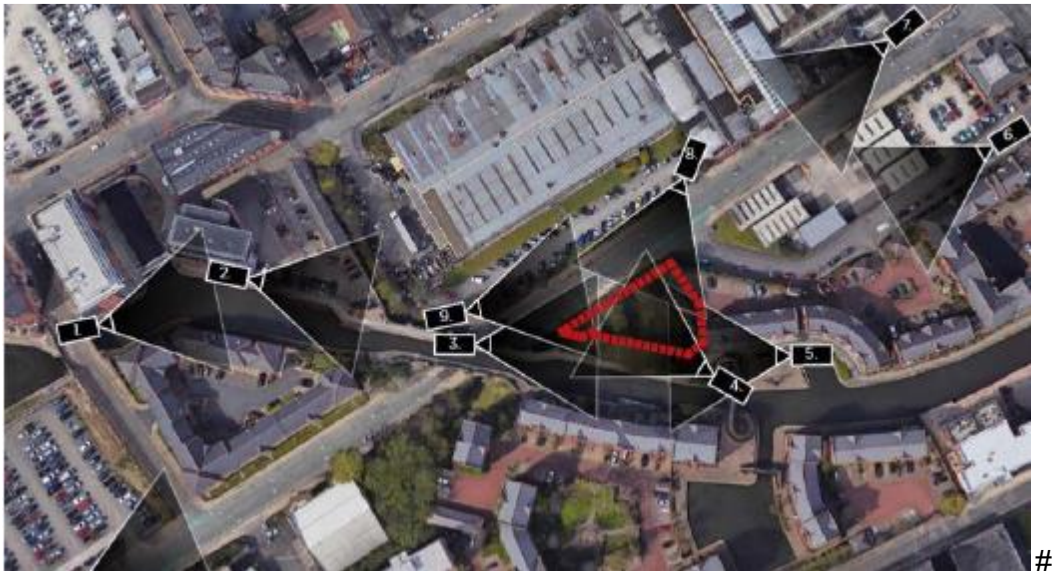
The materials would deliver a high quality design subject to detailing and quality control mechanisms which can be controlled by a condition. Overall, it is considered that the contemporary approach is appropriate and would deliver the quality of building which the SRF and local and national planning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

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

The Core Strategy requires large developments to complement the City's assets, including designated and non-designated heritage assets. They should enhance character and distinctiveness without adversely affecting valued townscapes or landscapes, or intruding into important views. The proposal would enhance the character and distinctiveness of the site and the area and would not adversely affect established valued townscapes or landscapes, or impact on important views.

A Heritage Assessment and 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).

The proposal would have no physical impact upon the grade II\* listed aqueduct and the heritage impact assessment relates to indirect, i.e. visual impact. 4 key views have been identified and a qualitative assessment of the effects of the proposal on the setting of heritage assets has been undertaken. The architectural expression of the grade-II\* aqueduct structure is best appreciated at street level but its heritage values can also be understood and experienced at canal level.



**Scoped Viewpoints**

**Viewpoint 3**



The grade-II\* aqueduct is read along the canal. The view has medium heritage value as the significance is not best represented. The aqueduct is obscured but the multi-layered relationship between the canal and Store Street is apparent, conveying the character of the area as historically defined by the grade II\* aqueduct. The canal is the principal focus of the view, framed by the sandstone parapet of the aqueduct to the north side and residential blocks to the south. Semi-mature trees encroach from the vacant site, forming a boundary between the canal and street below.

The proposal would be highly visible, introducing a new contemporary element. Its materials, form, height and articulation maintain the architectural expression of existing buildings and yellow and red brick would reflect and complement the form, scale and massing of the aqueduct. The development would be viewed in the context of Oxygen. This visual link would denote the on-going development, regeneration and continuation of the city at street level.

The proposal would enhance the ability to appreciate the heritage values of the aqueduct to an imperceptible degree by bringing the site back into active use with a development that complements the character of the area and re-instates a sense of cohesion between the canal and the street. The proposal would have a negligible beneficial visual impact on the designated heritage asset from Viewpoint 3.

#### **Viewpoint 4**



The site's semi-mature trees and shrubbery dominate the right side of the view. The view illustrates the enclosed and secluded character of the canal but has negligible heritage value as there is no clear view of the aqueduct.

The existing view demonstrates the 18th century canal, once fronted by buildings of a robust industrial nature, is now surrounded by low rise residential development framed by a backdrop of contemporary development in the distance. The industrial character of the canal has been eroded by the demolition of manufacturing works in the 20th century.

The proposal would dominate the right of the view and replace the semi-mature trees and shrubs. The development would be highly visible but would not intrude on the ability to experience and appreciate the grade-II\* aqueduct which remains obscured. The proposal would encourage permeability along the tow path and make a positive contribution to local character and distinctiveness of the area, which is currently defined by the mid-rise residential development to the south side of the canal. The proposal would not be experienced in conjunction with the aqueduct and the visual heritage impact would be neutral.

### Viewpoint 8





It is not immediately obvious in this view that that the structure which bridges the street, is an aqueduct. This is a high value heritage view, as the architectural expression of the aqueduct is well represented and its distinctive architectural design can be fully understood and appreciated. The view illustrates the gap sites which define the streetscape. The industrial buildings which once framed the aqueduct have since been demolished eroding the areas 19th century industrial character.

Despite the poor pedestrian environment and general lack of activity in the fragmented streetscape, the heritage values of the grade II\* aqueduct are still fully appreciated. The setting of the building is detrimental without historic character and there is a high capacity for change to enhance its setting.

The development would be highly visible and introduce a contemporary structure. It would bring a gap site back into active use and its height, mass and form would address the street and canal levels encouraging exploration of the space and enhancing the ability to understand the heritage values of the aqueduct and canal.

The materials and stepped form would ensure that the architectural focus of the view is on the aqueduct and avoids any intrusive physical or visual impact. The proposal would fit comfortably in the streetscape and enhance the ability to appreciate the heritage values of the aqueduct to a minor degree, by reinstating a sense of cohesion and unity to a fragmented streetscape and reintroducing the industrial character of the area. The yellow brick would complement the sandstone aqueduct and retaining wall. It is considered there would be a minor beneficial visual impact from Viewpoint 8.

**Viewpoint 9**



This a medium value heritage view as the significance of the aqueduct is readable, but not best represented. This is evident through the distinctive, enclosed character the aqueduct provides to this part of the streetscape. The focus remains on the semi-elliptical archway which supports the Ashton Canal above.

The view provides some context of the surrounding streetscape with Oxygen further along the Street. The vacant site is visible to the right. It is with no historic character and has a negative visual impact on the setting of aqueduct. There is potential to redevelop the site and reinstate its historic context.

The proposal would be highly visible. It would address and respect the form, scale and massing of the aqueduct and Piccadilly Village, the canal, the street-level environment and Oxygen. Its height, massing and form would sit comfortably within its varied context. The yellow brick would complements the aqueduct structure.

The development would enhance the dilapidated character of the streetscape, and contribute to the appreciation of the grade-II\* aqueduct to a minor degree. The proposal would improve the setting of the designated heritage asset and enhance its cultural heritage values. The proposed would have a minor beneficial visual impact from Viewpoint 9.

The proposal would introduce a dominant new structure near to the Aqueduct and nearby Crusader Works. However, it would enhance the local street scene, increase activity levels and enhance safety and security and on balance would have an overall beneficial impact on the adjacent listed buildings and structures.

#### 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. Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals that affect it. 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 and 196.

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 would be less than substantial. Paragraph 196 states that where a proposal would lead to less than

substantial harm, it should be weighed against the public benefits including, where appropriate, securing its optimum viable use.

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

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

- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing the a use which would complement and support the regeneration of the HS2 SRF Area;
- 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.

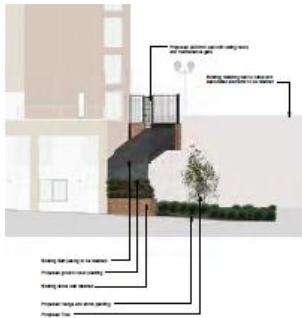
The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 196 of the NPPF and address sections 66 the Planning Act in relation to preservation and enhancement

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

This development and the reinstatement of the Store Street frontage would enhance connections from Piccadilly Station helping to create a strong sense of place.

Development along the canal towpath provides an opportunity to improve the safety and security of the public realm. The landscaping strategy has been developed in response to recommendations from Greater Manchester Police

Defensible planting would create a buffer between apartments and the towpath which would be maintained by the Canal and River Trust. This would have low level robustness and provide colour, texture and year-round interest.



Site Section 1 through Store Street, new planting and canal bridge / low path - BUILDING



Site Section 2 through building, new planting and canal low path

The railing above the retaining wall on the canal towpath side would be retained. A small parcel of land in front of the aqueduct on Store Street would be planted with robust groundcover and a tree.

... [Faint text describing site conditions and constraints]

... [Faint text describing site conditions and constraints]



Store Street - Planting Schedule									
Name	Type	Height	Form	Quantity	Planting Date	Planting Location	Quantity	Planting Date	Planting Location
...	...	...	...	...	...	...	...	...	...

... [Faint text below the table]

The roof spaces would be a mix of private terraces and communal amenity space. This would provide important amenity space and ecological benefits.

The retaining wall on Store Street would be repaired or rebuilt. Existing retaining structures at the top of the slope by the canal would be retained and the remaining land would be tidied, with trees removed, and replanted with suitable groundcover and a geotextile matting would reduce on-going maintenance. Hard landscape would match materials on the canal towpath

The development would improve passive security to the Canal and Store Street. Overall the proposed public realm would contribute to the safe use of the area, enhance its vitality and create an enhanced sense of place both for existing and proposed residents.

## Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered urban design response.

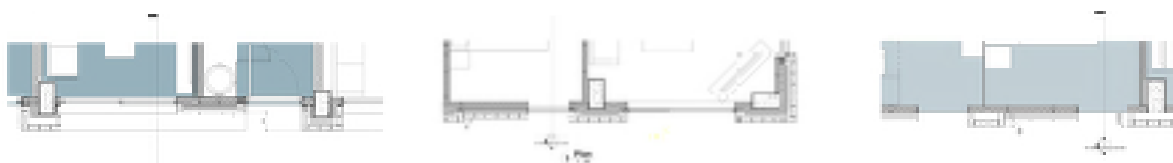
The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.

There are a variety of materials and building styles in the area with small-scale brick industrial buildings to converted brick mills and more contemporary buildings in corten steel and metal cladding. The development would use simple, high quality materials that are durable and maintainable. The use of a contrasting red and buff brick to each block would allow the building to respond the sites dual context.

The design incorporates elements of metal cladding to assist in dividing elements of the building, particularly at the podium level and also to add visual interest within the structure. The design of the building uses a podium element on the two lower levels which is then visually divided from the upper levels above.



The relationship between the development on Store Street and the aqueduct has been a key consideration in the design process. The podium element would relate to the height of the aqueduct and provide visual continuity between the two structures. This element of the design has been amended and the podium area reinforced following feedback from the Council and also the Conservation Panel. The design now provides for a strong podium element which visually separates the lower and upper parts of the building.



The use of zinc panels to the façades of the town houses facing Store Street and the 3<sup>rd</sup> storey above would break up the overall massing and solidity of the predominant masonry elements above allowing along with the areas of planting a lighter more animated street level engagement. The zinc panels are also incorporated into the upper floors and would breaking up the overall mass of the building and creating

interest and quality finish to the structure. The layering to the facades resulting from the set back of the panels and areas of brickwork within the wider window recesses and contrasting materials, along with the Juliet and projecting balconies would provide visual relief which would break up the overall massing of the development.

Large windows would provide for light living spaces within the apartments with views out across the city.

It is considered that with the right detailing and quality control mechanisms in place, which can be controlled by a condition, the proposed materials are appropriate and would deliver a high quality design. Their colour and texture would reflect that found within the wider area and townscape.

The building layout would help to animate the street and would improve the quality of the streetscape considerably. The high quality design would add to the overall quality of the locality and further enhance the legibility that its height would afford

### Credibility of the Design

Proposals of this nature are expensive to build and design and architectural intent must be 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 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.

### 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 public realm improvements would enhance links to public transport. Residents would be able to walk to jobs and facilities in the City Centre. There are bus stops on Great Ancoats Street and London Road adjacent to Piccadilly Station.

The proposals include 10 parking spaces 2 of which would be suitable for use by disabled people. 5 spaces would have EV charging points with passive provision for 5 further EVC spaces.

There are multi storey car parks nearby, the nearest is at Sheffield Street 200m from the site. 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. There are 5 City Car Club bay within 700m of the site.

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 and would be accessible from Store Street and the canal. There would be 100% provision i.e. 66 spaces. Pedestrians would be able to access the building from either Store Street or the canal side.

Drop off, servicing and loading is intended to be from Store 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 (ES) assesses physical, social, economic and other environmental effects and considers this in relation to sustainability objectives. The ES 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 and sets out how Low and Zero Carbon technology options have also been analysed to identify the feasibility of incorporation into the development

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.

The energy strategy has been mindful the City's Climate Emergency declaration and the need to consider the wider aspects of climate change mitigation and adaption. How the scheme contributes to Net Zero Carbon targets through operational and embodied carbon have been considered.

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. Part L has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013. The proposal is expected to 16.2% relative to Part L (2010) and a commitment is made to achieving at least 9% dwelling emission rate reduction relative to Part L1A (2013).

The proposed approach to CO2 emissions reduction would be through a fabric led energy strategy, in accordance with the principles of the energy hierarchy. Passive measures are included in the design of the dwellings to reduce energy use through: enhanced insulation to the building envelope; Windows with high thermal insulation; Reduced air permeability; Maximisation of daylight; and Optimising glazing solar energy transmittance.

Limiting heat losses across the building envelope would future proof energy efficiency over the life of the development. The design would maximise passive solar gains and minimise thermal losses through the use of high-performance glazing and enhanced insulation levels above the minimum set down by Building Regulations. Air tightness would be beyond the level required to comply with the Building Regulations. This would prevent a significant percentage of heat loss.

Building services would achieve maximum energy efficiency and reduce mains/potable water consumption. High efficiency systems, plant, controls and equipment would be incorporated with: Energy Efficient LED Lighting; Electric Panel Heaters; Ventilation Systems Utilising Heat Recovery (to recover waste heat from the exhaust air utilising this to raise the temperature of the incoming fresh air and reduce overall energy use).

PV cells would provide an on site source of renewable energy. The carbon impact of electric based heating is going to be more favourable in the coming years and the scheme is being pro-active in this respect and should become a zero carbon development over the medium to longer terms as the national grid electricity system decarbonises.

50% of car parking spaces would be electric vehicle charge points at the first day of occupation, with passive provision for the remaining 50%.

### **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.

#### Environment/ Amenity

Sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking. Any harm with respect to these effects does need to be considered with reference to site context.

#### 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 have to be dealt with in an a manner that is appropriate to their context

An assessment of daylight, sunlight and overshadowing has been undertaken, using 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 – Second Edition BRE Guide (2011). This is not mandatory but is generally accepted as the industry standard and helps planning authorities to consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. Locational circumstances should be taken into account, such as a site being within a city centre where higher density development is expected and obstruction of light to buildings can be inevitable

The neighbouring residential properties at 1-18 Thomas Telford Basin, 1-8 and 16-18 Thomas Telford Basin, 9-15 Thomas Telford Basin, 28-29 & 26-27 William Jessop Court & 8/11 John Smeaton Court, Oxygen Development (Store Street) have been identified as sensitive in terms daylight. Sunlight Impacts have only been modelled



for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south) facing towards the site. The baseline is taken as the cleared site with the adjacent Oxygen development completed.

Other residential properties were scoped out due to the distance from and orientation in relation to 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 rooms where light is required, including living rooms, kitchens and bedrooms.

### Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The methodologies can comprise 3 tests. 2 of these tests have been carried out in relation to this proposal.

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

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. Any reduction below this would be noticeable to the occupants.

The 2<sup>nd</sup> and 3<sup>rd</sup> tests assess daylight levels within a whole room rather than just that reaching an individual window and are more accurately reflect daylight loss. The assessment submitted has considered the 1<sup>st</sup> 2 of these progressive tests.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre. The BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations in particular.

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. 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 site has been cleared for a number of years. Therefore, many of the buildings that overlook it have received unusually high daylight levels in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and

overshadowing are measured, does not represent a typical baseline situation of a densely developed urban environment. The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

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. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

### Sunlight Impacts

For Sunlight, the BRE Guide explains that 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 (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

The impacts of the development within this context are set out below.

### Daylight Impacts

1-8 and 16-18 Thomas Telford Basin: 60 (100%) of windows meet the BRE VSC Target and 24/24 of rooms (100%) would meet with the BRE NSL target. The daylight losses would be negligible or minimal.

9-15 Thomas Telford Basin: 29/49 windows (59.2%) meet the BRE VSC Target and 12/21 (57.4%) rooms would meet the BRE NSL target.

28-29 & 26-27 William Jessop Court: 14/16 windows (87%) would meet the BRE VSC Target and 10/10 rooms (100%) would meet with the BRE NSL target. The daylight losses would be negligible or minimal.

8/11 John Smeaton Court: 32/34 (94%) of windows meet the BRE VSC Target and 13/13 rooms (100%) would meet with the BRE NSL target. The daylight losses would be negligible or minimal.

Oxygen: 7/7 (100%) of windows would meet the BRE VSC Target and 3/3 (100%) of rooms would meet with the BRE NSL target.

## Sunlight Impacts

The only the relevant neighbouring properties with living room windows facing within 90 degrees south are 28-29 and 26-27 William Jessop Court and Oxygen.

28-29 and 26-27 William Jessop Court: When assessed against the APSH (Sunlight criterion), 100% of the living rooms show full compliance to the BRE Guidelines

Oxygen: When assessed against the APSH (Sunlight criterion) windows in the adjacent Oxygen development show small reductions in winter sun levels to 3/7 windows/areas. One of these areas shows an overall reduction of marginally over 4% but this window retains summer sunlight levels significantly in excess the 25% APSH. The other 2 areas both include windows which show minimal overall winter APSH reductions of 4% and 6.25% respectively. The overall reduction to one of these windows/areas is not considered to be of any significance given that both of the remaining windows serving the area show no APSH reduction and retained annual overall APSH levels of 62% and 52% respectively. The remaining area in this property shows a reduction of 1% winter sun from 9% to 6%. There is no reduction to sunlight levels during the summer months and given that the retained level of winter sun remains above the BRE Guide winter sun target of 5% (14.29%) the reduction is not considered to be of any real significance or unacceptable.

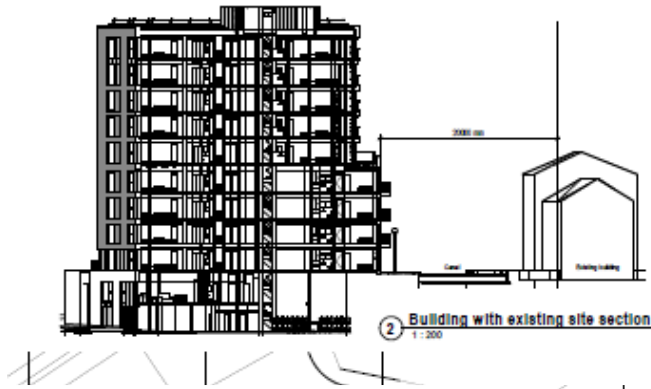
The impact on the daylight and sunlight received by some residents of 1-18 Thomas Telford Basin, 28-29 & 26-27 William Jessop Court, 8/11 John Smeaton Court and Oxygen are important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The following is important:

- 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, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting property close to a derelict plot of land, the likelihood is that, at some point in time it will be developed. This is increased in a city centre like Manchester where there is a shortage of housing;
- This City Centre is designated for high density development;

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

## Privacy and Overlooking

Small separation distances between buildings is characteristic of these dense urban environment within the City Centre.



**Images illustrating separation distances and similarity with adjacent Oxygen development.**

The orientation of the proposal means that only the windows on the canalside block directly face those on the opposite side of the canal. The distances of approx. 20m mirror those between other canalside developments and are considered to be acceptable.

The level 6 roof terrace would not directly face any windows within the adjacent and opposite properties. The use of the terrace would be restricted to avoid disturbance to neighbours and a condition can manage this.



## 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 within an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of surrounding roads. Residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

Good on site practices to ensure that dust and air quality impacts are not significant should remain in place during the construction period and should be a condition. Operational movements may alter the use of the local road network. Atmospheric dispersion modelling for the first year of operation shows the impact to be 'negligible'. The premises would have air tight windows and mechanical ventilation.

66 cycle spaces are proposed. A travel plan would aim to reduce vehicle trips, traffic congestion, noise and air pollution, and greenhouse gas emissions. All parking spaces would be useable or adaptable for use by electric vehicles.

These measures would ensure that pollutant concentrations would be within the relevant health-based air quality objectives. Building users would be exposed to acceptable air quality and the site is suitable for the proposed use.

Noise and Vibration - A report concludes that internal noise levels would be acceptable subject to appropriate acoustic design and mitigation. The mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Delivery and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation. During the operational phase the proposal would not produce noise levels or vibration that would be significant.

Disruption could arise during construction. 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 and provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

There is potential for noise impacts in the evening within the communal areas due to the orientation of this area and the numbers of people who could be using it. A condition would limit the hours during which this could be used and management of access to this area would also be considered within the building Management Plan.

Telecommunications (TV and Radio reception and Broadband provision) –A Baseline TV Reception Report concludes that the overall impact on signal strength in the vicinity would be negligible with the exception of immediately adjacent homes where the reduction could be moderate. However, the overall strength is strong and the signal strength would be good and the proposal would not result in any significant negative impact.

It is recommended however that any reported television or radio interference should be investigated by means of a post-construction reception measurement. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition attached to any consent granted.

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 CABI 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 CABI 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 have provided input in particular into the design of the proposed landscaping scheme. This advised that raised planters should not be incorporated, to avoid creation of incidental seating that may encourage antisocial behaviour or loitering. There would be no direct access onto the Canal towpath from the ground floor flats and defensible planting would act as a buffer between the apartments and the towpath public realm. A 1.8m high vertical bar railing with gate would provide security and keep a high level of visibility and the railing above the retaining wall on the canal towpath would be retained.

The scheme should achieve Secured by Design accreditation. A condition is recommended.

Archaeological issues –The principal historic interest is the stone-built Ashton Canal Aqueduct which was erected at the end of the 18th century. By 1820 the brook was culverted and the land infilled for the construction of Store Street. GMAAS consider that there is some archaeological interest but not enough to warrant a pre-commencement dedicated archaeological excavation. The appropriate level of mitigation in this instance, would be an archaeological watching brief and the recording of any features, deposits and finds of archaeological interest that come to light. A condition to secure this is recommended.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure - The site contains no statutory nature conservation sites but is directly adjacent to Ashton Canal, a canal-based site of biological importance (SBI) and 100m away from the Rochdale Canal – Stotts Lane, Ducie Street Basin SBI. Therefore, some safeguards will be required to ensure that the proposed works and the residential usage does not impact on the watercourses, through pollution.

The brown field site contains self-seeded sub mature silver birch goat willow, sycamore, beech, alder and rowan trees and this would be lost to facilitate the

proposal. The habitats and plant species on site are widespread and common throughout the UK and Greater Manchester. They do not provide suitable bat roosting but may provide bat foraging environment particularly along the canal side.

There are nesting habitats for birds but there is little habitat for protected species and there are no constraints relating to protected species. The site provides suitable habitat for hedgehog and for other mammal such as grey squirrel, fox, rabbit and small mammals such as voles and mice which would be lost. All site clearance should be undertaken outside of the bird breeding season.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created across the site including within the communal terrace. The landscape would enhance linkages to local wildlife corridors. Ecological stepping stones could link to existing and developing green/blue infrastructure. Soft landscaping including native hedge, shrub and ground cover planting would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to greater ecological value. The Ecology Report recommends the inclusion of hedgerows and bat roost opportunities within the buildings, designed for the species occurring within the immediate area such as bat boxes positioned to link in to the adjacent canal by landscape design. Other simple measures such as bug boxes and bee houses could also be incorporated within the landscape design to provide a net gain for Biodiversity. The inclusion of these measures should be a condition of any consent granted.

The off site tree planting to mitigate the loss of the 25 existing trees on the site would be secured on land owned by the applicant through a condition.

Waste and Recycling – Individual residents would take their waste to the ventilated refuse and recycling room at ground floor, and empty the contents into the appropriate bins sorting into 4 waste types: residual waste, food waste, pulpable waster (paper, cardboard etc.) and co-mingled materials (glass, tins, plastic, bottles etc.). The refuse and recycling room is within 30m of horizontal travel distance from the apartments. The level of provision would require the applicant to fund an additional pickup. Access to the refuse and recycling store would be via Store Street and access will be controlled via a coded lock allowing Manchester City Council's waste operatives to access the store upon arrival at the building.

The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments.

Flood Risk and Sustainable Urban Drainage Strategy - The site is within Flood zone 1 with low risk of flooding from rivers, sea and ground water. However the site does have a Medium risk of flooding up to 300mm in depth along its full frontage with Store Street due to the Canal. The threshold levels of the townhouses would be a minimum of 300mm above the adjacent carriageway level. The part basement would be waterproofed to accommodate the plant rooms, car parking and storage areas. Gullies in the car park and a waterproof membrane would be provided below the ground floor framing.

The site is in Canal Breach Zone A. However, the proposal includes retaining walls in place of the existing embankment which would reduce the risk of a breach. The Canal and Rivers Trust have identified a risk of flooding from construction works. They note the comprehensive Structural Report and detailed drawings submitted to support the application and have confirmed the acceptability of the principle of these but have nevertheless recommended a condition to allow the approval of the final details to fully mitigate that risk.

The site is in the Core Critical Drainage Area in the Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. Major planning applications determined from 6 April 2015, must consider sustainable drainage systems. The Drainage Strategy explains that the location of the site and the lack of external areas in which to install soakaway or infiltration devices, soakaway/infiltration drainage is not feasible. It is proposed that surface water drainage would be discharged to the culverted watercourse beneath Store Street.

The site is undeveloped and considered to be a greenfield site for drainage design. It is proposed to restrict flows from the site to a minimum discharge rate of 5 l/s, which is the recommended minimum for the avoidance of blockages which would accord with the City Council Strategic Flood Risk Assessment (SFRA) for brownfield sites within critical drainage areas. The post development run-off rates would be reduced to 50% of pre development rates in line with the SFRA requirements. On site surface water attenuation would be required for this flow restriction. The storage capacity required for the development has been calculated to be up to 40m<sup>3</sup> and although final details of this would be agreed via a condition it is anticipated that the tank would be situated below the ground floor car parking area. Conditions could require details of the surface water drainage and a maintenance and management plan be approved.

Contaminated Land Issues - A phase 1 Desk Study has assessed geo-environmental information concludes that the sites historical industrial use means that mitigation measures may be required to deal with on-site contamination. With these measures in place, the site would presents a low risk to future site users and construction workers. A condition would require a full site investigation and remediation measures to be agreed.

Disabled access – 8 apartments (12%) could be adapted and level thresholds and lift access is provided to all apartments. the development would include the following features:

1300mm wide corridors give access to the lifts, stair, cycle store and other back of house areas; 13 person and 17 person lifts provide access to all the upper residential floors with braille signage; An ambulant disabled stair provides access to all the upper levels with contrasting nosing's to treads; Clear wayfinding signage in the entrance and lift lobbies to each floor; A 1300mm wide upper level circulation corridor; Clearly numbered 928mm wide apartment doors with security view point at suitable level for wheelchair users; Within each apartment, doors to the main bathroom would open outwards to aid wheelchair manoeuvres; Wheelchair turning space within the open plan apartments; and The fire evacuation strategy it being



developed by a Fire Engineering Consultant and will consider the evacuation of people with a wide range of types of disabilities from all areas of the building

The external lighting would ensure that routes are adequately lit during daylight hours and after dark.

Vehicular 'drop-off' points would be provided on Store Street. The proposals 2 parking spaces which would be suitable for use by disabled people. 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. The parking bays opposite the site provide free parking for blue badge holders and give unrestricted access to vehicles for any disabled motorists (see below).



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

Construction Management – Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

### 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 design development process has considered how embodied carbon could be minimised. The structural and topographical issues at the site and the need to address Store Street and the Canal requires a complex design and has an impact on construction and ability for standardisation.

The site constraints and topography are such that opportunities for the use of measures such as modular or off site construction which could reduce embodied carbon are restricted. The design number of columns and their spans have been

minimised and the slab depth has been reduced to reduce the amount of concrete required. Concrete has been used efficiently which reduces embodied carbon. Waste from excavation and taken to landfill is reduced as only part of the site is a basement.

An efficient construction process would be required in the limited space available. Deliveries and materials would have to be carefully managed as there is not room for on-site storage. This would prevent unnecessary materials being ordered and going to waste. Offsite manufacture would be used where possible with, for example, key structural elements manufactured off site and brought in when needed.

### Summary of Climate Change Mitigation / Biodiversity enhancement

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

The external amenity spaces and 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 suitable planting to promote biodiversity would be investigated through 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 translates as a 9% improvement over Part L 2013.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 66 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 conditions, the proposal would include measures which can mitigate climate change. The proposal would have a good level of compliance with policies relating 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; it would provide affordable housing; maximise social interaction amongst residents;

promote interaction with the canal; promote regeneration; not harm the natural environment and reduce carbon emissions; through design. provide job opportunities for local people through the local labour agreement; reduce crime with increased passive surveillance from active ground floor uses and overlooking from residents; improve linkages between the City Centre and increase the attractiveness of routes between the City Centre and East Manchester for pedestrians; provide access to services and facilities via sustainable transport; not have an adverse impacts on air quality, flood risk, noise or pollution and have no adverse contamination impacts; not impact on protected species; and regenerate previously developed land with limited ecological value.

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics.

**Response to Objectors Comments** - The majority of objectors comments have been dealt with within the Report however the following is also noted:

The BRE assessment provides a useful starting point to assess daylight and sunlight impacts, the dense character of the City Centre generally means that most new residential development would not meet the BRE standards. Manchester has an identified housing need and the city centre is the most appropriate location for new development. It is necessary to take a balanced view on sunlight/daylight impacts. .

Standard target values are not normally adopted in a city centre. If they were applied rigidly, no development would take place in city centres. Therefore, the BRE Guide recognises this by permitting alternative' target values, for use in city centres.

The ADF assessment was based on plans which were obtained from property agents and lease details. The assessment is made based on the best information available and does not detract from the fact that any impacts do have to be assessed in relation to the context of the high density nature of the city centre location.

High density development within the City Centre is supported by policies within the Core Strategy.

The regeneration of the City Centre will inevitably impact on pedestrian routes due to temporary pavement closures but safe pedestrian routes are maintained. There are opportunities for residents to park on street. The site is highly sustainable and the level of parking is appropriate given the range of sustainable transport options.

The replacement trees would improve biodiversity and details would be secured via pre-commencement condition. A survey of below pavement on Store Street indicates a substantial amount of services in front of the property.

The visualisations have been prepared to the recognised standard and provide an accurate representation of the proposals.

The proposals have included considerable work on the construction of the building in order to ensure that there would be no harm caused to the structural integrity of the

listed aqueduct or the canal as a whole. The building can be safely erected without impacting on the integrity of adjoining canal structure.

A condition would preclude the use of the residential units as short term lets.

The Statement of Community Involvement reflects guidance in the Council's Statement of Community Involvement (2018) and guidance set out within the NPPF. A range of communication methods were used to provide information and ensure that people had the opportunity to provide their feedback, including: postcards sent to 624 nearby residents and businesses; a drop-in session for the public and ward councillors. A dedicated consultation website and project email address for feedback and enquiries. The information presented at the drop-in session included background on the site, the developers and the benefits of shared accommodation as well as artist impressions of the proposed development. Throughout the consultation drop-in session, the Applicant and members of the design team were on hand to talk people through the proposals and answer any questions. 16 people visited the drop-in session. The Statement of Community involvement includes a section responding to all comments raised during the Consultation and where feasible / appropriate how the scheme has evolved to respond to those comments.

### **Legal Agreement**

It is recommended that the proposal would be subject to a legal agreement under section 106 of the Planning Act to secure a non-contributory commitment to delivering 20% shared ownership on site affordable housing as required for policy compliance. This would be secured at the levels which meet the affordability criteria for purchasers on Manchester's average income of £27k. The additional 80% would be secured as a condition of the grant from Homes England.

### **CONCLUSION**

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 HS2 SRF's supports additional housing in this neighbourhood and the development would align with its overarching objectives of improving the attractiveness of the area to investment; improving physical connections and permeability; and increasing density to support sustainable growth and long term economic competitiveness. The proposal would fully align with and contribute to the process of fulfilling those objectives

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 development would provide a policy compliant 20% affordable housing and would meet the affordability criteria for purchasers in line with Manchester's average income and should, subject

to grant funding from Homes England deliver an additional 80% affordable shared ownership units

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 Grade II\* Listed Aqueduct.

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 and 196 of the NPPF and that the harm is outweighed by the benefits of the development.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved 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 securing a non-contributory 20% shared ownership affordable housing on site (aligned with Manchester's average income level) provision within the development)

### **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 ST-AHR-XX-XX-PL-A20-001 Rev A, ST-AHR-00-00-PL-A-90-002-Red Line Boundary Rev A and ST-AHR-XX-XX-PL-A20-002 Rev A;

(b) Dwgs ST-AHR-00-00-PL-A-20-001 Rev C, ST-AHR-00-01-PL-A-20-001 Rev 1, ST-AHR-00-02-PL-A-20-001 Rev 1, ST-AHR-00-03-PL-A-20-001 Rev 1, ST-AHR-00-04-PL-A-20-001 Rev 1, ST-AHR-00-05-PL-A-20-001 Rev 1, ST-AHR-00-06-PL-A-20-001 Rev 1, ST-AHR-00-07-PL-A-20-001 Rev 1, ST-AHR-00-08-PL-A-20-001 Rev 1, ST-AHR-00-09-PL-A-20-001 Rev 1, ST-AHR-00-10-PL-A-20-001 Rev 1, ST-AHR-00-11-PL-A-20-001 Rev 1 and ST-AHR-00-12-PL-A-20-001 Rev 1;

(c) ST-AHR-00-XX-PL-A-28-001 Rev C, ST-AHR-00-XX-PL-A-28-002 Rev C, ST-AHR-00-XX-PL-A-28-003 Rev C, ST-AHR-XX-XX-PL-A-20-101 Rev 1, ST-AHR-XX-XX-PL-A-20-102 Rev 1, ST-AHR-XX-XX-PL-A-20-103 Rev 1, ST-AHR-XX-XX-PL-A-20-104 Rev 1, ST-AHR-XX-XX-PL-A-20-105 Rev 1 and ST-AHR-XX-XX-PL-A-20-110 Rev B;

(d) Dwgs ST-WSP-00-01-DR-S-230101, ST-WSP-00-01-DR-S-230120, ST-WSP-00-02-DR-S-230101, ST-WSP-00-03-DR-S-230101, ST-WSP-00-04-DR-S-230101, ST-WSP-00-05-DR-S-230101, ST-WSP-00-06-DR-S-230101, ST-WSP-00-07-DR-S-230101(1), ST-WSP-00-07-DR-S-230101, ST-WSP-00-08-DR-S-230101, ST-WSP-00-09-DR-S-230101, ST-WSP-00-10-DR-S-230101, ST-WSP-00-GF-DR-S-130101, ST-WSP-00-RF-DR-S-270101, ST-WSP-00-RF-DR-S-270102, ST-WSP-00-XX-DR-S-280101, ST-WSP-00-XX-DR-S-903001, ST-WSP-00-ZZ-DR-S-160101, ST-WSP-00-ZZ-DR-S-160102, ST-WSP-00-ZZ-DR-S-160105, ST-WSP-00-ZZ-DR-S-200301, ST-WSP-00-ZZ-DR-S-200302, ST-WSP-00-ZZ-DR-S-200303, ST-WSP-00-ZZ-DR-S-200304, ST-WSP-00-ZZ-DR-S-200305, ST-WSP-00-ZZ-DR-S-200306, ST-WSP-00-ZZ-DR-S-200307, ST-WSP-00-ZZ-DR-S-200308, ST-WSP-00-ZZ-DR-S-200309, ST-WSP-00-0ZZ-DR-S-200320, ST-WSP-00-ZZ-DR-S-200321, ST-WSP-00-ZZ-DR-S-200322, ST-WSP-00-ZZ-DR-S-200901 and ST-WSP-00-ZZ-DR-S-200902;

(e) Dwgs ST-AHR-ZZ-ZZ-DR-L-0001 Rev 4, 0002 Rev 5, 0003 Rev 5, T-AHR-ZZ-ZZ-EL-L-0004 Rev 4, T-AHR-ZZ-ZZ-EL-L-0005 Rev 4 and ST-AHR-ZZ-ZZ-SE-L-0001 Rev 3;

(f) Targets, CO2 Reduction and Energy Efficiency Measures and recommendations within H20 Urban (No.2) LLP, Store Street Residential, Manchester, Energy Statement Rev 2, 11/02/2020 and H20 Urban (No2) LLP, Store Street Residential, Manchester, Building Regulations Part L1A 2013 Compliance Report 11/02/2020 Rev 1;

(g) Store Street Residential Development, Waste Management Strategy by Curtins  
Revision: V02 dated: 13 March 2020

(h) Offsite Landscaping Associated with Development of Land on Store Street  
Statement stamped as received on 15-04-20

(i) Canal and Rivers Trust e-mail 22-07-20 (Adaptable Apartments);

(j) Recommendations in sections, 4, 5, and 6 of the Crime Impact Assessment  
Version B dated 12/02/20; and

(k) AHR's Design and Access Statement ALD-AHR-SW-XX-RP-A-A3-PL001  
stamped as received on 15-04-20 Sections 5.0, 5.10, 6.3 and 6.5.

(l) Land off Store Street Manchester , Archaeological Desk-Based, Assessment,  
January 2020 by CFA;

(m) STORE STREET, MANCHESTER, Flood Risk Assessment and Drainage  
Strategy by WSP dated February 2020;

(n) Air Quality Assessment Rev 1, Store Street by RPS dated 10 March 2020;

(o) Astbury, Pre-Construction, Signal Reception Impact Survey, Store Street,  
Manchester , 10th December 2019 and mitigation measures set out within;

(p) Points 1-7 Highways in Canal and Rivers Trust e-mail dated 25-06-20; and

(q) Affordable Housing Statement from Clarion received on 12-08-20  
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,  
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 any on site structures or removal of material from 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)

5) No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan to protect the Site of Biological Importance has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason - To ensure a satisfactory development delivered in accordance with the above plans pursuant to Section 170 of the NPPF 2019 and policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy.

6) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council



as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

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

Reason - To protect the principal aquifer and ensure that the presence of or the potential for any contaminated land and/or water pollution/groundwater pollution is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

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

1. A phased programme and methodology of investigation and recording to include:- an archaeological watching brief
2. A programme for post investigation assessment to include:
  - production of a final report on the investigation results
3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 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 City Council.

8) 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 the Canal and Rivers Trust 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;
- \* Details of the loading and unloading of plant and materials;
- \* Details of the storage of plant and materials used in constructing the development;
- \*Details of measures to prevent materials, dust debris or any accidental spillages entering the waterway;
- \*Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed fencing to be erected to safeguard the waterway infrastructure during site clearance / construction.

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).

9) No development shall commence unless and until locations an a delivery programme for the off site mitigation planting as detailed in condition 2(h) (Offsite Landscaping Associated with Development of Land on Store Street Statement stamped as received on 15-04-20) has been submitted to and approved in writing by the City Council as local planning authority.

#### Reason

To ensure satisfactory mitigation for the removal of vegetation from the application site is provided pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

10) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered Dwgs ST-AHR-ZZ-ZZ-DR-L-0001 Rev 4, 0002 Rev 5, 0003 Rev 5, T-AHR-ZZ-ZZ-EL-L-0004 Rev 4, T-AHR-ZZ-ZZ-EL-L-0005 Rev 4 and ST-AHR-ZZ-ZZ-SE-L-0001 Rev 3;

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 the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building on all site boundaries;
- (b) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and bricks and bird boxes to include input from a qualified ecologist.
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;
- (e) Street lighting around the site (which includes for consideration of older and disabled people);
- (f) A management and maintenance strategy for the external amenity areas;
- (g) Details of hours during which the terrace will be open to residents and the mechanisms which would prevent use outside of those hours;
- (h) A building cleaning schedule; and
- (i) Details of rebuild and / or repairs to the brick retaining wall on Store Street between the aqueduct walls.

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.

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

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

- o Details of surface water attenuation that offers a reduction in surface water runoff rate to greenfield runoff rates;
- o 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 of the proposed drainage system;
- o 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;
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

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

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.

12) 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.

13) The development hereby approved shall be carried out in accordance with the Targets, CO2 Reduction and Energy Efficiency Measures and recommendations within H20 Urban (No.2) LLP, Store Street Residential, Manchester, Energy Statement Rev 2, 11/02/2020 and H20 Urban (No2) LLP, Store Street Residential, Manchester, Building Regulations Part L1A 2013 Compliance Report 11/02/2020 Rev 1

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.

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

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

15) Notwithstanding the recommendations and targets within the Store Street, Manchester, Noise Impact Assessment Report , 26756/NIA1, by Hann Tucker 12 February 2020, before the development commences the final scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads and the adjacent Presbar operation to include details of the window and ventilation specification shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme and 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 L <sub>Amax,F</sub> by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 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.

16) Notwithstanding the TV reception survey prepared by Astbury December 2019, 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

17) 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).

18) 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

19) 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.

20) Within 6 months of the residential element of the development hereby approved being first occupied, details of a car parking review detailing the demands/uptake of car parking at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall set out the demands for car parking at the development including a strategy for the provision of further off site car parking should this been deemed necessary.

In the event of a strategy is approved for the implementation of additional off site car parking, this strategy shall be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To ensure an adequate supply of car parking at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

21) The development hereby approved shall be carried out in accordance with the Store Street Residential Development, Interim Travel Plan  
Curtins Ref: 71771-CUR-00-XX-RP-TP-002, Revision: V01, Dated: 17 January 2020.  
In this condition a travel plan means a document that includes the following:

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.

22) No part of the development shall be occupied unless and until details of a parking management strategy for residents who do not have a dedicated on site parking space, 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.

23) 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.

24) 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.

25) 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

26) 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

27) If any external lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning

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

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

28) Notwithstanding the details contained within condition 2 above , prior to the 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) Details of the materials, including natural stone or other high quality materials to be used for the footpath in front of the site on Store Street ; and

(b) Detailed designs in relation to site access including materials, layout, kerb heights, entry treatments, dropped kerbs with tactile pavers across any vehicle access to the site

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).

29) The development shall be carried out in accordance with the Crime Impact Statement Version A dated 12/02/20. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

30) Prior to the installation of any building lighting details of how this has been designed and would be operated to ensure that any impact on foraging bats would be negligible shall be submitted to an approved in writing by the City Council as Local Planning Authority.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

#### Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

31) Prior to occupation of the development a strategy for vehicles servicing and accessing the building, shall be submitted to and approved in writing by the local planning authority.

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

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

32) Before development commences a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full before use of the hotel first commences.

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

33) Prior to occupation of the development a Water Safety Management Plan shall be submitted to and approved in writing by the Local Planning Authority it shall include consideration of training for staff members, any signage that will be in place, any CCTV, lighting and rescue equipment (also public rescue equipment).

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

#### **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: 126608/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Oliver West (Sustainable Travel)  
City Centre Renegeration**

**Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Canal & River Trust  
Greater Manchester Ecology Unit  
Greater Manchester Pedestrians Society  
Piccadilly Village Residents Association  
Manchester Water Safety Partnership  
Work & Skills Team**

**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:**

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

