Application Number	Date of Appln	Committee Date	Ward
128191/FO/2020	5th Oct 2020	17th Dec 2020	Ancoats & Beswick Ward

Proposal Erection of five office buildings and new public realm comprising: 3 no. 8 storey mixed use buildings (Buildings A, D and E) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis) together with a multi use rooftop amenity area to Building A; and 2 no. 5 storey mixed use buildings (Buildings B and C) comprising workspaces (Use Class E) together with flexible uses at ground floor (Use Class E) and/or theatre/bar (Sui Generis); together with cycle parking, creation of pedestrian and cycle routes, external amenity spaces, new public realm and other associated engineering and infrastructure works

Location Land Bounded By Ashton Canal, Great Ancoats Street, Munday Street And Pollard Street, Manchester, M4 7DS

Applicant AG GP Manchester Pollard B.V, C/o Agent

Agent Ms Katie Wray, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

EXECUTIVE SUMMARY

The proposal would create 5 office buildings and public realm comprising: three x 8 storey buildings (A, D and E) with ground floor commercial uses and multi-use roof top amenity area to building A; and two x 5 storey buildings (B and C) with ground floor commercial uses. There would be 557 cycle spaces, cycling infrastructure and an enhanced pedestrian environment. Trees and landscaping would create new public spaces.

30 supports, 544 objections and 2 neutral comments were received and an objection from Residents Management Company (RMC) Milliners Wharf and Hat Box. Councillor Emma Taylor objects to the proposal.

Key Issues

Principle of the proposal and the schemes contribution to regeneration

The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. The site is brownfield having been previously development with industrial buildings which were demolished in preparation for development. This is a highly sustainable location and the site has been identified as long-standing commercial development and regeneration opportunity.

Economic

The proposal would result in £83 million of investment to deliver 46,878 sqm of Class E commercial floor space. Affordable workspaces would be created within buildings B and C targeting start-ups and small/medium sized business. Buildings A, D and E would offer Grade A space for more established businesses. 700 jobs would be created during the construction period with a further 510 jobs through construction expenditure and 195 indirect jobs in the supply chain. A Gross Value Added (GVA) of £112.3 million would be generated. 3,600 jobs could be created at the site when it is occupied. Business rates of £3.1 million per year would be generated.

Social

A 'Manchester-first' procurement policy would be adopted at the site with a commitment from tenants and contractors to pay the Manchester Living Wage and targeting local people. 40% of the workspaces at the site would be affordable. Social value equating to £7.8 million in the first 5 years of the development would be created through 5,000 voluntary hours per years. Areas which will be supported are local causes, youth engagement and mentor opportunities along with internships, graduate opportunities and mentoring. New public realm and open spaces would have health and wellbeing benefits for the local community.

Environmental

These would be low carbon buildings in a highly sustainable location. The proposal would be car free with active travel and use of public transport encouraged as well as improvements to cycling and pedestrian environment at the site reducing overall emissions. An 80-space car would also be removed as part of the proposals.

0.8 hectares of this 2.01-hectare site would be new public realm and open spaces. 55 trees would be planted along with replanting of several existing trees and new soft landscaping. 306 metres of canal frontage would be made accessible and usable. Biodiversity would be improved with the variety of new habitats created including provision of bird and bat boxes.

The proposal would incorporate sustainable drainage principles within the landscaping scheme to minimise surface water runoff and impact on the capacity of local sewer system. Ground conditions are at the site are not unusual or complex and can be appropriately dealt with.

The height, scale and appearance would be highly innovative and contribute positively to the distinctive character of New Islington. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment

Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in

accordance with the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents

The impact on daylight/sunlight are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant and the commercial uses would meet relevant standards.

A full report is attached below for Members consideration.

Description

This 2.01 hectare site is bounded by the Ashton Canal, Great Ancoats Street, Pollard Street and Munday Street. It is vacant having been previously developed and occupied by industrial buildings.

Location plan

The site was cleared between 2009 and 2011 as part of the expansion of tram network to Ashton and the site is bisected by tram lines and a tunnel. The site comprises two linear plots which rise towards Munday Street. An 80-space surface level car park forms the north eastern edge of the site. The rest of the site was seeded on a temporary basis in advance of development being brought forward.

View of the application site from Great Ancoats Street

New Islington has been transformed over the past 15 years with vacant sites with the development of homes and commercial buildings. Public spaces have been created such as the New Islington Marina and Cottonfield Park. New Islington Free School and medical centre provide other local amenities which have help support the significant population growth in the area.

This strategy for change has been underpinned by Regeneration Frameworks including the Eastlands Regeneration Framework and the Ancoats and New Islington Neighbourhood Development Frameworks. These documents identified the site for commercial led development from 1999. It was intended to bring the site forward for development following the completion of the Metrolink infrastructure, but the 2008 recession precluded this and the site was treated on a temporary basis.

The sites status for planning purposes is therefore previously developed, brownfield land as defied by the National Planning Policy Framework (NPPF).

The site is surrounded by residential buildings including Albion Work, Miliners Wharf, Hat Bot, CHIPs and developments around Vesta Street. The Ashton Canal and basin area provides access to the canal network and other areas of public realm within the area.

The following listed buildings are nearby; Albion Works (Grade II) to the east, Ashton canal lock 1, 2 and 3 together with bridge number 4 and the Ashton Canal lock Keepers Cottage (all Garde II) to the west. The Ancoats conservation area is

500metres from the site. The impact of the proposals on the historic environment is considered in further detail below.

This is a highly accessible location with New Islington Tram stop providing links to the city centre and Ashton. The site is highly accessible to walking and cycling routes and Piccadilly Station is within walking distance. There are a variety of amenities nearby with commercial uses at the Marina and Cutting Room Square.

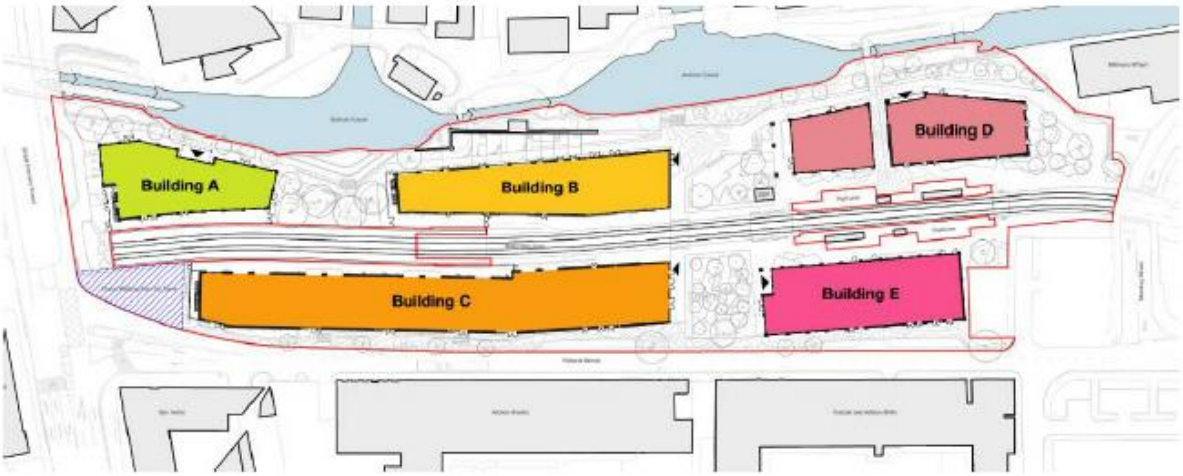
The proposal

The proposal comprises the creation of flexible office accommodation and creative spaces alongside new public realm. The office accommodation would offer a variety of working spaces and sizes for small to medium businesses as well as more traditional Grade A office accommodation for more established businesses.

The proposal consists of five new commercial office buildings:

- Buildings A, D and E are 9 storey Grade A office buildings for more established businesses and creative ventures, with spaces ranging from 7,700 sq ft to 11,700 sq ft per floor and adaptable to suite tenant needs;

- Buildings B and C are 5 storey modern industrial workspaces, offices and creative buildings ranging from 11,000 sq. ft. to 1,000 sq. ft. in a variety of typologies offering low cost spaces for sole start-ups and small businesses.



Proposed building layout

The applicants have experience of providing modern, mixed use office environments which focus on delivering creative buildings for a new office generation. Social, economic and environmental value is at the heart of their developments and the contribution of this proposal is considered further in this report.

Each building would have a distinctive identify but would be unified by common materials. The external appearance would be expressed by architectural features such as an expressed structural gird, façade textures and glazed openings, expressed differently to provide each building with a distinctive identity.

Buildings B and C would have an external steel structure over a metal cladding material with punctuated windows and entrances to provide interest and depth. The steel beams within building C would also be used to create gantry's whilst building B would have recessed balconies

Buildings A, D and E would have an internal metal structure with different textures and finishes which would be visible from the exterior of the buildings and over clad with glazing and horizontal banding to each floor. Double height curtain walling to the ground floor would address the public realm.

The use of colour is a fundamental part of the external appearance of the buildings. And reds, blue and greens would add vibrancy to the metal work.

View of Building D (left), Buildings B & C (centre) and Building A (right), viewed from canal side looking west

Ground floor spaces would be used for retail, restaurants/bars and spaces for community uses. There would be 2 acres external space including public realm, garden areas, public square and an enhanced frontage to the canal.

With the exception of provision for disabled people, the development would be a car free. 557 cycle spaces would be provided and there would be a cycle way through the development.

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement (including Public Realm and Landscaping Strategy);
- Statement of Consultation;
- Heritage Statement;
- Archaeological Desktop Report and Written Scheme of Investigation;
- Tree Survey, Arboricultural Impact Assessment, Bat Survey, and Biodiversity Net Gain calculations;
- Air Quality Assessment;
- Phase 1 Geo-environmental Statement and UXO Survey;
- Crime Impact Statement;
- Travel Plan Framework;
- Transport Assessment, including Servicing and Waste Strategy;
- Waste Proforma and supporting plans
- Sustainability Strategy;
- Energy Statement;
- M&E Strategy, including Ventilation and Extraction;
- Flood Risk Assessment and Drainage Strategy;
- Daylight/Sunlight Assessment;
- Construction Management Plan;
- Community Wealth Partnership;
- Socio-Economic Report;
- Acoustic Survey;
- TV Reception Survey; and
- Wind Assessment.

Notifications/Consultations

The proposal has been advertised as a major development, of public interest, and affecting the setting of listed buildings. Site notices were displayed at the site.

1618 notification letters have been sent to an extensive area, local residents and businesses. A summary of the comments received are detailed below.

Supports

30 comments of support were received. The comments are summarised below:

- Pleased to see a scheme of this nature and level of investment in Manchester;
- This would be a great use of the space. It is currently just a wasted site and used by minimal people and is covered in litter and dog waste;
- The plans are sensible and just what East Manchester needs in terms of job creation and social impact. The commitment to retain so much high-quality green space is to be welcomed
- An excellent idea to reinvigorate the area. Food and drink outlets (not late night licenses premises) such as shops and cafes should be incorporated into the plans so to not put pressure on existing premises;

- The plans are sympathetic to the area. The site was always going to be developed at some point and at least this way there would be community and environmental benefits. It would also be good for the Manchester economy over the long term;
- Manchester needs help to recover from the impact of Covid 19. This is an excellent opportunity for the local community, and it would have some great environmental bonuses which is unusual. These plans look sympathetic and environmentally friendly;
- More mixed-use schemes, rather than just residential, in New Islington is needed to help the area develop further. The inclusion of green space should be applauded. The economic recovery is going to be tough and this is a key site and key part of the cities recovery. If other plans/site in the area hadn't been developed because there were objections the area wouldn't be as vibrant as it is not or create the jobs it has;
- The applicant has consulted well and have been open about their plans. The proposal would be a positive addition to the area. There is some local concern about the loss of the green space, however, its use is limited to summer months. There are other green spaces within a reasonable distance (Philips Park, Marina at Cotton Field Park). The site currently posses more challenges than it provides benefits and creates a barrier between the buildings to the south of Pollard St and the rest of the New Islington area. The proposal would better integrate the areas;
- The site is the subject of anti-social behaviour and drug use which this development would help with;
- The proposals would help develop the area beyond its current residential focus benefiting the economy of the local area. The plans are well considered and would be an exciting addition to the area;
- The green space is not used as much as the vocal residents state;
- There seems to have been care in the design and its great there this is a commercial/office development rather than more apartments. There needs to be more services and workplaces in the area. The aesthetics of the building the artists impression don't look to be totally in keeping with the area although not totally undesirable. Care needs to be taken during construction to minimise noise, dust and dirt;
- This would be a good use around the tram stop and provide employment in what is a largely residential area. The addition of cafes/bars/restaurants should be encouraged as New Islington does not have a focal point for these;
- This proposal would continue to build upon the successful regeneration New Islington, generating significant social, economic and community benefits in the process;
- The proposal to create workspace for emerging businesses, small enterprise owners, leisure and retail uses and to support young entrepreneurs, is exciting;
- Some local residents are concerned about losing the green space. This vast, underused land is both unsightly and unsafe, especially at night. This development would provide high-quality, maintained and accessible open space as well as retail, workspace and entertainment opportunities that can be enjoyed by locals and visitors which is what the area requires;
- This proposal would continue to build upon the successful regeneration of East Manchester generating significant economic opportunities for the city

centre and wider North West Region. This is an exciting and strategically important redevelopment that would create a truly mixed use neighbourhood that would complement and add to the continually evolving and vibrant Ancoats area of the city; The redevelopment will encompass a genuinely wide range of uses that will create an ecosystem of SMEs and larger corporates working side by side, in a location that will be anchored around sustainability and a true focus on the green agenda;

- This scheme has the ability to create one of the most forward-thinking mixed-use neighbourhoods in the city, providing a range of internal and external spaces which will promote and engender a true sense of community and collaboration - the potential of which should not be underestimated. This high-quality scheme will make a significant and positive contribution to the local people together with local businesses, and in addition, supporting the wider economic, social and environmental goals;
- Ancoats and the surrounding area has become one of the most desirable for businesses looking for new workspaces in Manchester. These businesses, mainly from tech, digital and creative sectors are some of the fastest growing in the North West region. As they expand, they are creating significant new employment opportunities, particularly for younger generations including local graduates. There is currently a lack of available workspace and this development would provide much needed space for business to relocate at a price which suits a range of budgets. Set within a net zero carbon scheme this is a unique product and would set a new benchmark for sustainability in the City;
- The proposal is next to a tram stop which is very sustainable and would encourage cycling, walking and use of public transport rather than the car;
- The scheme would provide over 550 cycle spaces which is more than would normally be required for a development of this nature alongside delivering best-in-class changing facilities for employees and visitors;
- Over 300 metres of the Ashton Canal would be opened up for the first time - increasing pedestrian and cycle connectivity in and around the area;
- The proposal will go beyond local sustainability requirements by aligning with national Net Zero Carbon targets, improving air quality by the planting of new trees, increase biodiversity of the site by 30%, and encourage the use of public transport and active travel through being a car-free scheme;
- The proposal offers a genuine commitment to community engagement together with an aspiration to make a real difference to the people of Manchester through their proposed Community Give Back Scheme;
- The applicant is committed to social investment in new learning, enabling innovation and in education for schools and residents. The development would provide space which would support the growth of enterprises which is vital to Manchester's vibrancy and help with the Covid recovery plans and attract further investment;
- There are environmental benefits from the scheme in the form of public realm and provision of cycling and walking infrastructure;
- The development would provide 100s of construction jobs together with jobs for the local community. The applicant has provided a commitment to promoting as many local jobs (targeting wards such Miles Platting/Newton Health, Cheetham, Harpurhey and Ancoats and Beswick) as much possible including ensuring that their tenants/buyers do the same.

Neutral

2 neutral comments were received. The comments are summarised below:

- There is already a lack of green space in the centre of Manchester compared to other UK cities. This proposal would further congest the remaining areas and make it difficult to socially distance;
- One of the last remaining green spaces in the city centre is going to be lost. This space has brought the local community together since the start of the March lockdown.

Objections

544 objections were received. The comments are summarised below:

- The green space has been an incredibly important place to relax and get exercise particularly during the pandemic. This is the only green space nearby serving a large number of apartment buildings and it would be devasting loss to a huge number of people if this was sold off;
- What little green spaces are available in the centre of the city should stop being destroyed;
- This space has brought the community together and should not be used for offices when what is needed are parks and green spaces;
- The space should be treasured and the proposals moved to a different location;
- The space is used by dog walkers and recreational use;
- These plans were drawn up in a pre Covid world. Many businesses are re-thinking the need for office spaces and renegotiating leases or withdrawing from buildings leaving Manchester with surplus office space. With more people working from home, there would be a requirement for green outdoor space for exercise and recreation;
- Having a space close by to walk, relax, enjoy the outdoors is absolutely crucial to the mental wellbeing of this community;
- The height of the building is not appropriate for this site and will cause surrounding properties to lose a lot of natural light;
- Scale of the proposed buildings would be an overdevelopment of the site;
- The proposed 8 storey buildings adversely affects the character of the grade II listed Cooperative Warehouse and non-designated heritage asset Vulcan Works;
- 144m long building provides a monotonous building without break within the streetscape;
- The development would increase congestion in the area - roads already busy along Great Ancoats Street and Pollard Street and surrounding side roads;
- The Council going against their Climate emergency. This site should not be allowed to be built on;
- Use of vacant buildings in the city centre, or brownfield land, should be considered before developing this site;
- The view from surrounding properties would be affected;
- Removing this site would create traffic, footfall, and energy usage which would affect air quality;

- More natural spaces and trees are required;
- The green spaces proposed as part of this development are too small for the local community to use;
- The green space should be retained around the canal network;
- Habitat loss should be measured and compensated with funding used to enhance other areas of the city;
- The proposals take away a large area of open green space which is extensively used by the local community and provides almost no usable public space in return. The majority of the proposed "public amenity" is taken up by footpaths, narrow strips around buildings or on top of the tram tracks. This provides neither public amenity nor meets the needs of the local community as claimed.
- The access points to the site have not been well considered in relation to the entrances and exits to the existing neighbouring buildings and pathways.
- Building C's linear form provides no break in the façade. Passageways or outdoor amenity space could have been provided at ground level to better interact and link with the surroundings and mitigate the tunnel-like feeling that is proposed to Pollard Street;
- The proposals reflect a very poor effort to engage with, consult and consider the existing community.
- A more appropriate use of the site with the local community in mind would be to have fewer blocks, located at either end of the site, with a smaller footprint but with increased height/density;
- Most apartments in this area have no balcony or other outdoor space;
- The junction of Great Ancoats Street and Pollard Street is extremely busy the proposal include a layby just before the junction. The manoeuvring of any vehicle from this layby is an obvious hazard;
- The proposal removes a large car park which is heavily used 7 days a. It is not clear where the users of the car park are now expected to relocate to;
- The layby on Pollard Street will create a large hazard by vehicles, including delivery, in their manoeuvring;
- The only vehicular access offered to Building D is via Munday Street across the unmanaged tram hazard crossing. Munday Street is the only access for the residents of Milliners Wharf and Hat Box;
- It is not clear how servicing would be carried out effectively if vehicle movements will be kept to the periphery of the development;
- Closing up an open space with such large buildings is merely installing more opportunities that will become harder to monitor and police;
- Priority should be given to work on the old Central Retail Park area and this green space should be maintained;
- The building design is incredibly ugly and ignores the heritage of the areas, particularly the nearby industrial mills;
- Almost a third of the neighbouring buildings are reduced to below BRE's VSC target;
- The proposal fails to recognise the open nature of New Islington when informing its design;
- The scale of the proposal would overshadow Vulcan Works with very harmful impact to the natural daylight and sunlight within this building;

- The previous buildings on the site were 5 storeys therefore proposals for 8 storey buildings plus plant defer well away from the height of buildings on the site within the 19th century;
- The assessment of the impact on the listed buildings is incorrect. The wide-open space of the application site is the perfect platform in which to celebrate the historical importance of the old warehouse aesthetic that makes the area so unique. The building in return provides an attractive backdrop to one of very few open spaces within Manchester. The proposed development is overbearing and completely dominant especially in the context of Vulcan Works. The parapet of Vulcan Works and Cooperative warehouse should provide a datum for the new proposal's maximum height;
- The long, continuous footprint of Building C creates an overbearing street frontage to Pollard Street in its monotony, with no breaks in massing and no reference of the urban grain of the mill buildings to the South. This echoes the incredibly long forms of the nearby Chips and Millners Wharf buildings, which both create monotonous stretches of elevation, creating continuous walls of development which cut out daylight/sunlight and block sight lines towards valuable amenity and wayfinding markers.
- Building E is 8 storeys high (plus external plant). This is considerably taller than its neighbour, Vulcan and Albion mills, at a proximity that will create an overbearing relationship with the existing street scene. This contributes to the daylight/sunlight issue detailed above.
- Given the precedent and framework for taller buildings along Great Ancoats Street, it would seem that additional height could be achieved at Block A to allow reductions in height to Block E and reduced footprint of Block C;
- The New Islington Marina is really small and privately owned – the green space there isn't enough for this rapidly growing neighbourhood
- The proposals say they will "provide" 2 acres. This is a little hollow when in reality twice as much would be removed;
- The proposed open spaces are of high quality, are attractive and well defined as a series of open spaces along the canal and street frontage, but do not provide adequate amenity for the population (which is denser than the original framework envisaged for the area).
- The land was valued considerably below market rate;
- The development currently does also not have any disabled parking or access on site, and is optimistic in its appraisal that existing surface car parks in the vicinity are sufficient, as a long term ambition of the council's plan is to remove these and develop those sites, and the impact on nearby residential streets of workers parking their cars nearby should be reconsidered, as the application falls short in meeting those requirements;
- It would not be appropriate to introduce bars or late-night noise producing entertainment to these sites;
- The proposals are very much focused around the needs of the workplaces and employees they intend to bring to the area, rather than the needs of the people who already exist in, and use, the area (i.e. local residents);
- The consultation carried out by the applicant was inadequate with the vast majority of comments, feedback and needs have been completely disregarded;

- The wooded area next to Ashton Canal will be destroyed. This is an area that beautifies New Islington and is furthermore a habitat or feeding ground for local wildlife such as foxes, herons, moorhens, ducks and geese;
- Good quality trees are to be removed from the site;
- Colours and materials do not fit the context of the local area. Harsh metallic silvers and bold reds do not fit within the context of the local area. A greater focus on using brickwork throughout would be welcomed by the local community.
- The verticality of the proposed buildings does not mesh well with the surrounding buildings and will have significant detrimental impact on daylight to room occupants.
- The heights of the proposed development are dominant and overbearing on both sides of the tramline;
- The noise from continued construction in the area is making people sick and continues at all hours throughout the week;
- There does not appear to be any provision for parking. The area is already struggles with parking and the proposal includes the removal of one of the largest public car park in the area.
- Why build an iconic building for the area (Chips) to the hide it behind offices & commercial space;
- The Foundry Green would not meet the BRE Time in Sun target of 2 hours which is not acceptable;
- Consideration would need to be given to the impact on tram overhead wires;
- There is insufficient capacity on Munday Street to allow for exit of a service road onto Munday Street and cause disturbance and odours to residents;
- Roof plant would be noisy and unattractive;
- More disabled parking would be required for a development of this scale;
- The proposal constitutes overdevelopment of the site and loss of too much amenity space essential for the well-being of thousands of residents who now occupy apartments in the immediate vicinity;
- No consideration has been given to the effect of additional people on already stretched facilities such as the small Aldi supermarket at Urban Exchange, local pharmacies and GP surgeries and the PureGym at Urban Exchange;
- There is insufficient guarantee of preservation of Category A and Category B trees on the development site;
- The ecology survey should establish any protected species in the area.

Residents Management Company (RMC) Milliners Wharf and Hat Box object to this planning application on the following grounds:

Access to canal side buildings – The proposed buildings along the canal will have very limited access. The tram line and electricality power cables stop access from any point apart from the same access road to the Milliners Wharf and Hat Box buildings. This access road is not designed to take more traffic and is already heavily used. Clearly this development will significantly increase traffic by office staff coming into the area and also for deliveries and other vehicles used to maintain the buildings. There have already been several accidents on this road where the tram line intersects. Overall, this poses an issue from a traffic management perspective as well as posing more significant issues around health and safety.

Impact on heritage assets - There are a number of buildings which are grade 2 listed which will be impacted significantly by this development. This includes the lock keepers house along the Ashton Canal and Albion Works, as well as some ground archaeology within the green that forms 19th century industrial merit.

The buildings proposed are too large in size (height and width), modern in design and have no architectural design or merit which complements this area including the Victorian Mills along Pollard Street and lock keeper's house.

Impact on the climate – The site is a rare and the last remaining green in the area. There is no green area elsewhere in the City that is near to the residential buildings in New Islington. Occupants of the site would travel to the site by a car which would increase emissions. The proposal would impact on existing wildlife particularly through tree removal. The development should also be the subject of and Environmental Impact Assessment (EIA).

Public realm – The site is used by approximately 250 people per day during the warm summer months and is used throughout the year by the Community who do not have gardens or shared community green areas within their developments. Many residential flats also lack any balcony. Many residents have young families that require green space for their children to play. It is commonly used by children from the nursery and three primary schools nearby. As such this is the only area used as a focal point to meet friends and family. Its commonly used for sport and fitness, dog walking and maintained by the New Islington litter pickers. The 10-metre stretch along the canal is not adequate to form any "linear park". The council has a duty regarding the wellbeing of Children and Young people and their health and wellbeing. The green is heavily used by families within the Community.

Economy - A development of this size will ever be fully utilised even with reduced rents which the developer has outlined. The economic value stated by the developer will ever be met, and that conversely this development will put off people moving into the area (the green is a key decision for people moving here) and in doing so will decrease the disposal income brought in by people moving into the area.

Every building within the New Islington area where office space is available is empty and has been since they were built over 10 years ago. This includes Vulcan Mill, Chips building, Islington Wharf and other buildings near the Ibis hotel. Many of these building have suffered from Anti-Social Behaviour including but not limited to fires, broken and unreplaced windows, theft and more serious crime and drug taking. Overall, such a development will have very limited economic value and more than likely will put off people moving into the area. No evidence has been presented by the developer which confirms how this space will ever be filled.

Anti-social behaviour – The buildings will encourage more Anti-Social Behaviour including drug taking which is a problem in the area. If all office space within the area remains empty this would result in Anti-Social behaviour.

Licensed activity - Licenced bars along Pollard Street which are directly opposite residential buildings will have a significant impact from a noise/ ASB perspective.

Councillor Emma Taylor (Ancoats and Beswick Ward) objects to the application. A large number of correspondence from local residents objecting to the proposal for this site has been received. This started when the site was earmarked for development through the Eastlands Regeneration Framework.

The main concern raised by local residents is that this development will take away space from the local area which people use for leisure and recreational purposes. Councillor Taylor shares those concerns. The pandemic has taught us how much we value our open spaces for health and wellbeing. This space is important to the communities of Ancoats and New Islington.

Further investment and the creation of jobs into Ancoats and Beswick is welcomed, but not at the expense of local resident's health, wellbeing and enjoyment of the local environment. Some residents accept some development of the open space; however they are concerned that these plans are excessive and short sighted.

Highway Services consider the site to be highly accessible by sustainable modes and is near a range of public transport facilities including bus, tram and rail. The development is car free which is acceptable given the city centre location. The development would not cause any road network capacity concerns. The cycle parking provision is acceptable. The servicing arrangements is acceptable and the works to the highway to facilitate this would require detailed consideration. A travel plan would be required to support active travel at the development. A construction management would be required to minimise disruption from the construction on the local highway network.

Metrolink consider that the proposals are acceptable subject to conditions to ensure that the landscaping and public realm around the tram lines is acceptable together with a detailed constriction management plan detailing how the proposal would be constructed in near to the tram lines.

Environmental Health Deliveries should be restricted to 07:30 to 20:00 Monday to Saturday with no deliveries on Sundays. Further details are required for: the fume extraction for the kitchen areas; the construction management plan particularly in respect of working hours, noise and dust suppression; the opening hours of the commercial uses; the lighting scheme to minimise the impact on the nearest residential properties; a verification report; noise outbreak, in respect of the commercial premises prior to occupation and plant equipment; opening hours of the roof terraces and multi-use areas; waste management; The air quality impacts from the development have been considered and mitigation measures would be required in respect of the constriction management aspects of the development. The ground condition desk top study is acceptable. Further site investigation details, a remediation strategy and a verification report are required.

Flood Risk Management Team The drainage strategy should be agreed with a verification report provided on completion

Environment Agency No objections. The site is located within an area of extensive industrial heritage with several potential former contaminative land uses identified on site including a sawmill, chemical works, iron works and various other smaller

industries. Two former canal basins have been historically infilled. Off-site a number of former contaminative land uses have also been identified which may have impacted the site.

This is a sensitive location in respect of controlled waters. The western extent of the site is underlain by sandstone bedrock designated a principal aquifer and Ashton Canal, a sensitive potential receptor, is situated adjacent to the northern site boundary. The east portion is underlain by mudstone bedrock designated as Secondary B aquifer with the overlying superficial drift deposits comprised of glacial till designated as secondary undifferentiated aquifer. An 'undifferentiated' designation is assigned where it has not been possible to attribute either a Secondary A or B aquifer classification.

A suitable remediation strategy should be agreed together with post work verification. In addition, there shall be no use of infiltration (unless it has been demonstrated that there is no impact on groundwater) and piling methods shall be agreed. The site does not pose any unacceptable flood risk or lead to an exacerbation of flooding elsewhere.

United Utilities A drainage scheme should incorporate sustainable drainage principles.

Neighbourhood Services (Trees) No objections from an arboricultural perspective subject to the method statements relating to tree protection.

Works and Skills Team A local labour agreement should be agreed for the construction and end use phase of the development.

Greater Manchester Ecology Unit (GMEU) No significant ecological issues have been identified relating to bats, birds and proximity to the Ashton Canal. Lighting along the canal corridor should be careful considered. There is no significant bird nesting habitat on the site as the existing trees are too young and exposed to provide nesting opportunities.

A construction management plan should minimise the impact on the Ashton Canal. There development may shade the canal but this would not be significant due to the lack of riparian habitats or aquatic plants in this location. The proposed tree planting, wildflower grassland, green wall and roof combined with bird and bat boxes suitably mitigate against the loss of existing habitats and biodiversity at the site.

Greater Manchester Archaeology Advisory Service (GMASS) Nineteenth century remains at the site require investigations prior to development. The submitted methodology is acceptable and the development should be carried out in accordance with this statement.

Design for Security at Greater Manchester Police The recommendations of the Crime Impact Statement should be implemented in full.

Canal and River Trust welcome the improvements to the Canalside frontage which would bring vibrancy to the canal. Planning conditions are required in respect of the

works to the canal, canal wall and structures as well as further consideration of drainage, landscaping and works withing close proximity to the canal

Land Interest Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide jobs during construction along with permanent employment and facilities in a highly accessible location. These jobs would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport The development would be highly accessible, reduce the need to travel by private car and make the most effective use of public transport. This would promote the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) The development would be highly sustainable and be consistent with the aim of bringing forward economic and commercial development within the Regional Centre. It would complement development in New Islington and the City Centre and be accessible by all forms of sustainable transport and therefore maximise the potential of the City's transport infrastructure. It would contribute to creating an attractive neighbourhood by: enhancing the built and natural environment; creating a well-designed place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

Policy EC1 – Land for Employment and Economic Development – The proposal would develop a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create jobs during construction and in operation. The design would use the site efficiently and enhance the sense of place. Users and employees would have easy access to all transport modes and opportunities for crime would be reduced.

Policy EC3 The Regional Centre – The development would be in an appropriate location with access to all forms of sustainable transport. It would not undermine delivery of employment space elsewhere in the City Centre. The development has a focus for being low carbon.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe) - The proposals would deliver high quality new office buildings in a part of the City Centre identified in Policy CC1 as a focus for primary economic development.

Policy CC5 Transport - The proposal would be accessible by all modes of sustainable transport and would help to minimise the impact on local air quality.

Policy CC6 City Centre High Density Development - The proposals would be a high-density development which uses the site efficiently.

Policy CC7 Mixed Use Development – The proposal would create an active ground floor with the potential for Class E and Sui Generis uses.

Policy CC8 Change and Renewal - The proposal would create temporary employment during construction.

Policy CC9 Design and Heritage - The development would be of a high quality. It would have an impact on the settings of nearby listed buildings. This is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The proposals would complement the ongoing regeneration of New Islington. It would be fully accessible and include parking for disabled people.

Policy T1 Sustainable Transport – The proposal would encourage modal shift from car travel to more sustainable alternatives and include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a high quality design, and would enhance the character of the area and the image of Manchester. The design responds positively at street level and would enhance permeability. The positive aspects of the design are discussed below.

Policy EN3 Heritage – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies An Energy Statement sets out how the proposals would meet the requirements of this policy.

Policy EN8 - Adaptation to Climate Change - A Sustainability Report identifies measures to ensure that the development would reach minimise its impact on the climate.

Policy EN15 - Biodiversity and Geological Conservation – The site is not considered to be of high quality in ecology terms. The proposals include extensive measures to improve the biodiversity across the site including new tree plating and landscaping which would create new habitats along with bat and bird boxes.

Policy EN16 - Air Quality The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise emissions from traffic generated. It would not compromise air quality. Parking would be available only for disabled people. The secured cycle storage would encourage cycling. Dust suppressions measures would be used during the construction process.

Policy EN17 – Water Quality – An assessment of the site's ground and groundwater conditions shows that subject to specific measures being adopted it is unlikely that the development would cause contamination to surface watercourses and it is considered that any impact water quality can be controlled through a condition.

Policy EN18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination notes confirms that the impact of the development can be controlled through a condition.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures to minimise waste production during construction and in operation. The onsite management team would ensure the waste streams are appropriately managed.

Policy DM1 Development Management - Careful consideration has been given to the design, scale and layout of the building in order to minimise impacts on residential and visual amenity together with ensuring that the development meets overall sustainability objectives.

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

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

DC19.1 Listed Buildings – The proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment concludes that the development would not have an impact on any significant remains.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The IIR significant road route in the City. This proposal provides a building of the highest quality design which will provide new homes for this part of the City.

Other material policy considerations

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

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

appropriate waste management measures and environmental sustainability. Sections of relevance are:

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

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

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

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

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

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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

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

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Eastlands Regeneration Framework – 2019 Update (Draft)

The Eastlands Regeneration Framework (ERF) was originally endorsed by the City Council in 2011 and helped to guide development activities in East Manchester. The document was revised in 2017 and a further draft for consultation document was published in 2019.

The key aim of the documents has sought to outline the environmental, social, design and economic objectives for the regeneration of East Manchester as part of implementing the planning policies within the Core Strategy.

The ERF is not a planning policy document, has not been adopted and therefore carries little, if any, weight as a material consideration in determining this planning application.

However, it contains useful information in understanding how the area has changed together with current thinking and aspirations for the future of East Manchester as part of supporting economic growth, particularly at the Etihad Campus and its environs, in order to create a globally competitive sport, leisure and recreational destination for the city over the next decade and beyond.

The 2019 draft ERF was presented to the Council's Executive Committee in March 2019 for consultation. Whilst consultation took place in July 2019, with the Executive resolving to adopt the document subject to certain matters being addressed, the document has not, however, been adopted by the City Council and has no status as policy, therefore.

Nevertheless, the 2019 draft ERF provides some key principles for consideration. In particular, the draft outlines the next phases of development activity including capturing the eastwards expansion of the city centre towards the Etihad Campus.

A series of zones have been identified and the application site falls within 'Pollard Street. The draft document outlines that the zone has been identified for employment or employment-led, mixed-use development.

As detailed above, on the basis the ERF update has not been adopted, it carries little, if any, weight as a material consideration in the determination of this planning application.

Manchester Strategy (January 2016)

The strategy sets the long-term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre.

The vision for Manchester to be in the topflight of world-class cities by 2025, when the city will:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture and creative and digital business- cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be connected, internationally and within the UK;
- Play its full part in limiting the impacts of climate change; and
- Be clean, attractive, culturally rich, outward-looking and welcoming.

National Planning Policy Framework (2019)

The revised NPPF adopted in July 2018 and re-issued in February 2019 states that the planning system should contribute to the achievement of sustainable development. It clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a strong and competitive economy'* states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80). This proposal would support the regeneration of East Manchester and provide significant investment and job creation during construction and offer flexible accommodation for small business as well as more established businesses. There would be a strong emphasis on social value and supporting the local communities which surround the site.

Section 8 '*Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

The proposal would be safe and secure. Significant areas of public realm and landscaping have been designed with and for the local community as well as the office development. Pedestrian and cycle movements through the site would be catered for and encouraged.

Section 9 '*Promoting Sustainable Transport'* states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health*' (paragraph 103).

In assessing applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

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

Section 11 '*Making effective use of land'* states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 117).

Planning decisions should:

a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage workers to use public transport, walking and cycle routes to the site.

No onsite parking would be provided as part of the overall sustainable transport strategy, with the overall objective being to reduce car journeys to the site.

Section 12 '*Achieving Well Designed Places'* 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. Being clear about design expectations, and how these will be tested, is essential for achieving this'* (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

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 more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

The design would be innovative and complement the distinctive architecture in New Islington. The buildings would be highly sustainable and low carbon and biodiversity and water management measures are included in the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change'* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

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

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

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Landscaping, tree planting and planting would provide new habitats and biodiversity improvements.

Section 16 '*Conserving and enhancing the historic environment'* states that in determining applications, Local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact

of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

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

Paragraph 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.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragragh197).

The proposal would result in some low-level harm to the surrounding historic environment. This low-level harm is considered to be less than substantial and outweighed by the significant regeneration benefits associated with this development.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The PPG provides additional guidance to the NPPF and the following points are specifically highlighted.

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

Examples of mitigation include:

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

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;

- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

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

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

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

Other legislative requirements

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

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

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

Due to the nature of the proposal ("Urban Development Projects"), the size of the application site and the characteristics of the development site (as identified within Schedule 2), the proposal was the subject of a screening opinion to determine if an assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that this level of assessment was not necessary and that the effects of the proposal could be considered through a formal planning application.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. This area has been transformed over the past 15 years with major infrastructure projects such as Metrolink, new homes and workspace, public realm at New Islington Marina and Cottonfield Park and New Islington Free School and medical centre. All these developments have contributed towards the economic, social, physical and environmental regeneration and have created a thriving neighbourhood.

Successive regeneration frameworks have promoted commercial led development at this site. This is appropriate in this part of the Regional Centre provided it contributes towards the economic, social and environmental requirements of policy EC3.

This proposal would result in £83 million of investment to deliver 46,978 sqm of Class E commercial space with active ground floor uses in five buildings. These spaces would seek to attract small/medium sized businesses, at an affordable price point and more established businesses seeking traditional Grade A office spaces.

The site presents an opportunity for an innovative development within this thriving neighbourhood and the high-quality office spaces would support economic growth and ensure that the city centre remains competitive.

The City Centre is the primary economic driver in the Region and it must continue to meet occupier requirements in terms of office provision. This emphasis on supporting economic growth is also outlined in section 6 of the NPPF which states that '*significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 80)'.*

There is an acknowledged shortage of good quality office accommodation within the Regional Centre and, as the economy recovers good quality products must be brought forward in sustainable locations such as this which have been specifically designated to accommodate such uses.

This is even more important as the City recovers from the economic and social impacts of the pandemic. Investments such as this are an integral part of the recovery programme and would support economic growth and job creation and broader environmental and social impacts to ensure a truly sustainable development.

The proposal is expected to create around 700 full time equivalent jobs during the construction period and a further 510 full time equivalent jobs through construction expenditure. There would also be additional employment growth in the supply chain which would create 195 indirect jobs across the region. The development is therefore expected to create £112.3 million Gross Value Added (GVA) during the construction period. When operational the development would create 3,600 jobs within a range of sectors, roles and scales of organisations – from more established businesses to start ups.

The applicant would adopt a 'Manchester-first' procurement policy with a commitment from tenants and contractors to pay the Manchester Living Wage and targeting local people. In addition, over 40% of affordable workspaces within the development would be dedicated to small to medium sized businesses. Business rates would be generated around £3.1 million per year.

The scheme also seeks to create social value equating to around £7.8 million in the first 5 years through 5,000 voluntary hours per year. Areas which will be supported are local causes, youth engagement and mentor opportunities. Initial targets would include 40 graduate internships in the businesses, 40 small to medium sized business seminars together with 60 mentoring spots per year. Employment and recruitment opportunities, with 15 formal apprenticeships places, 25 local people helped back to work and 25 free desk for young people available each year.

The proximity of New Islington Tram stop, Piccadilly station and active travel infrastructure for walking and cycling make the site attractive and sustainable for a commercial use alongside the other amenities in the area.

The existing site is largely grassed with an 80-space car park at the eastern end. This is a brownfield site having previously been developed. The buildings which occupied the site were cleared to allow the expansion of Metrolink and the redevelopment of the wider site. The 2008 economic recession precluded redevelopment and the site was temporarily landscaped to protect visual amenity.

The site has since been used by local residents for recreational purposes. The site, however, has no formal status as open space within the development plan and the proposal must be considered against the relevant policies outlined within this report. The proposal recognises the importance and value of open spaces not only for the development itself but it contribution to place making within the local area.

The footprint of the buildings would take up 0.7 hectares of this 2.01 hectare site. 0.8 hectares would be new open spaces and new public realm of which 0.6 hectares would specifically be open spaces comprising soft landscaping, grassed area, wildflowers, native hedgerows and green areas. The remaining areas and spaces around buildings will be harder landscapes including street frontages, seating, and paths in and around the site together with the creation of accessibility and the more functional areas of the open space.

The proposal involves replanting 17 trees on site with a further 55 planted throughout the public realm.

The public realm would provide a relationship to the 306m of canal frontage through the creation of a new linear canal area. The detailed design and use of these spaces would be developed in consultation with the local community, including opportunities for activity such as floating cinemas, habitat reed beds and play spaces for children.

The design would be of a high quality, be energy efficient and would improve the public realm. Pedestrian routes would be enhanced improving connectively to the city centre and development around the eastern gateway.

The development would therefore be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC6, CC7, CC8, CC9, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Climate change, sustainability and energy efficiency

The proposal would develop a contaminated brownfield site in a highly sustainable location where there is access to a range of public and active travel options. The only car parking would be for disabled people which would keep vehicle emissions at the site low.

A comprehensive travel plan would encourage employees to walk, cycle and use public transport as well as promoting car sharing and car club. There would be 557 cycle spaces site, 479 in a secured bike store within the buildings, with showers and lockers. 10% of the cycle storage would be large enough for non-standards sized bikes and accessible stands to support active travel for those with different needs.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change.

The sustainability strategy aims to minimise carbon in the operation of buildings.

Buildings A, D and E have a higher specification than buildings B and C due to their target market. The design specification of buildings A, D and E would be focused on best practice fabric energy performance and efficient energy consumption. The buildings would have an all-electric system which would enable them to benefit from a decarbonising electricity supply, best practice U values, efficient LED lighting with daylight controls and presence detection, mechanical ventilation with heat recovery and heat pups for heating, cooling and hot water.

Buildings B and C would achieve the lowest environmental impact while achieving maximum benefit as low cost workspaces and C are designed to operate as simply as possible. The building would also be all electric, naturally ventilated, adopting best practice U values, energy efficient LED lighting with daylight controls and presence detection and photovoltaic to the roof installations to the roofs (400 sqm to building B and 600 sqm to Building C).

Policy EN6 of the Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 6% improvement over Part L 2013.

An Environment standards statement states that the CO2 emissions from each building are as follows: Building A – 7.4%, Building B – 3.1%, Building C – 1.6%, Building D – 20.6%; and Building E -10.8%

Buildings A, D and E surpass the improvement over Part L 2013. The approach to Buildings B and C is to take a more holistic approach to their carbon reduction and look at the benefits of the scheme over their lifetime. As the systems are all electric, their carbon emissions would reduce as the grid decarbonises and the inclusion of solar panels within these building helps to offset the emissions within the first few years of operation. This improvement could be further enhanced once the final specification is known.

Waste management arrangements would encourage recycling to minimise waste going to landfill.

The open spaces and public realm would lead to biodiversity improvements. 55 trees would be planted along with wildflowers and other planting to improve biodiversity. This would attract wildlife and create new habitats.

Sustainable drainage systems would manage surface water including utilising the canal and exploring infiltration should ground conditions permit this.

The social value potential of the development is significant. It is estimated that 700 full time equivalent jobs would be created during the construction period and a further 510 full time equivalent jobs through construction expenditure. There would also be additional employment growth in the supply chain which would create 195 indirect jobs across the region. There would be a focus on local recruitment within the local area and region as well as paying the Manchester Living Wage. These measures would be secured by planning condition.

When the development becomes operational up to 3,600 jobs would be created at the site from a range of different sections, job roles and scales of organisations. The project has a particular emphasis on creating affordable workspaces for start-ups and smaller to medium sized businesses.

The applicant has adopted a pioneering strategy to support the local community access jobs and training through their “Community Wealth Programme”.

Social value, which equates to £7.8 million in the first 5 years, would be created at the site in the form of 5,000 voluntary hours per year. This would target local causes, youth engagement and mentor opportunities together with a minimum of 40 graduate internships within the businesses at the development.

There would also be a minimum of 40 small to medium sized business seminars together with a minimum of 60 mentoring spots per year. Promoting opportunities for those with the most need would be a priority with employment and recruitment opportunities focusing of a minimum of 15 formal apprenticeships places, minimum of 25 local people helped back to work and minimum of 25 free desk for young people each year would be made available.

Visual amenity

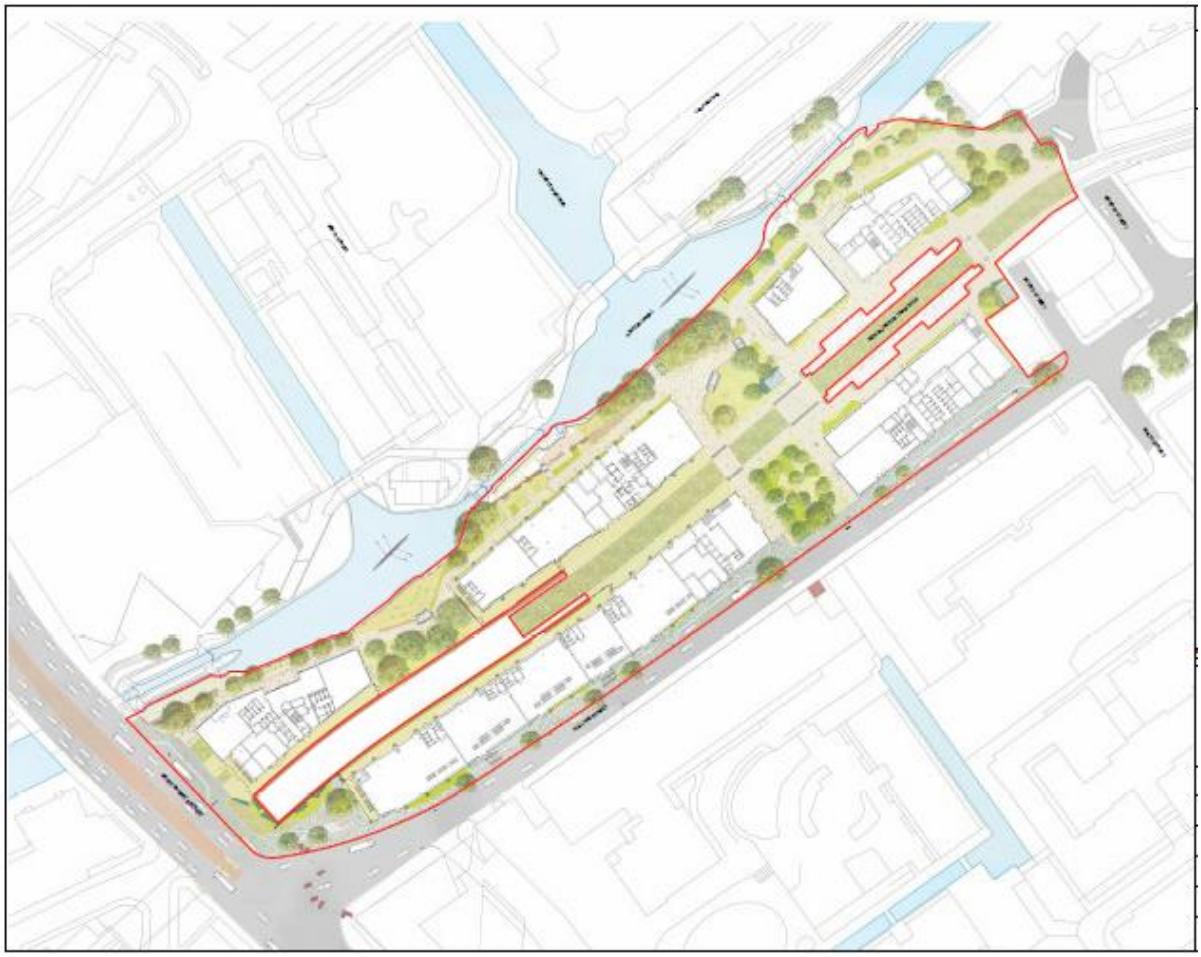
The site is approximately 300m long and between 60m and 75m wide and bisected by the Metrolink line which creates two rectangular parcels of land. The Ashton canal runs the length of the site to the north with Great Ancoats Street and Pollard Street forming the western and southern boundaries.

This provides an opportunity to maximise the relationship to the canal, improve the environment around the tram lines and along road frontages and improve safety and security. The design would respond to surrounding building heights and retain views of the chimney to Albion Works.

The five buildings respond to the linear arrangement of the site. Buildings A, B and D run perpendicular to Great Ancoats Street along the canal frontage to Munday Street. Buildings C and E are positioned along Pollard Street with building C also having a frontage with Great Ancoats Street.

The buildings are surrounded by open spaces, public realm and landscaping with 3 distinctive areas created to enhance the setting of the buildings and to provide safe and attractive public access to the site. These new areas of open space and public realm fall into three main categories: Central Green; Canalside Walk (east and west); and, Foundry Green. Further details on these areas are set out in this report.

The position of buildings A, B and D create an active linear canal side environment, and an open corner to the public realm onto Great Ancoats Street. Ground floor commercial uses the recreational spaces would encourage outdoor activities. The Soho Foundry Wall would be retained. The Pollard Street frontage is activated by ground floor uses and entrances and double height workspaces overlooking the street edge.



Layout of the site showing buildings and landscaping areas

Buildings A, D and E would form the tallest buildings at 9 storeys and would form the Grade A office accommodation for the more established businesses. Buildings B and C are lower at 5 storeys and would be targeting the start-up businesses.

These lower buildings address and respect the lower rise heritage buildings along Pollard Street and place increased scale and height towards the taller, more modern buildings at Islington Wharf, CHIPs and Miliners Wharf.

The 'Central Green' would provide a focal point for buildings B, C, D and E and the Metrolink stop. This would be a high-quality destination which would be overlooked by these buildings at all levels. It also allows views to be opened up of the historic chimney to Albion Works. The landscaping scheme could green and soften the Metrolink track and this would be subject to further consultation with Metrolink.

The architectural response is distinctive and innovative. Common materials and colour would unify the buildings whilst retaining their own identify and character. Each building would have three main sections: a base, body and crown. The external structure/grid of buildings B and C would be exposed. Metal cladding is proposed as a base material and different features and finishes, perforations and profiles would create texture, depth, relief and interest to the building elevations.

Examples of the different features and finishes across the building's facades

The base of building A has large windows which would provide views into the ground floor commercial uses. The typical upper floorplate has a central core along the length of the building, facing towards the Metrolink line.

The main body of the façade is constructed from a steel structure creating a regular grid pattern to the façade. An external staircase would face Great Ancoats Street and add interest to this building. The top or 'crown' is defined by a metal mesh to enclose a roof top multi-use games area. This mesh cladding allows the top of the building to be expressed differently to the regular grid of the building.

North Elevation of Building A fronting the Ashton Canal

View of Building A facing towards Ashton Canal viewed from Great Ancoats Street canal side

Building B is composed of the base, main body, crown and its exoskeleton. Large windows and doors create an open corner onto the Central Green and canal. Typical upper levels have a central core and the workspace could be tenanted separately or as a single tenancy. A terrace accessed from the central core has views over the canal side and historic wall.

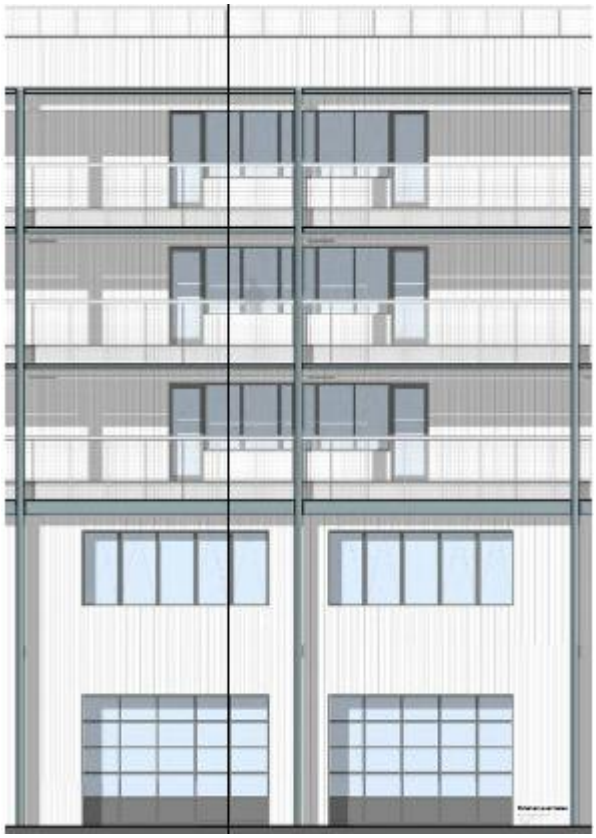
The main body of the façade expresses the workings of the building with exposed rainwater pipes, hopers and an external staircase to the western side of the building. The crown of the building has a metal mesh balustrade. The building is wrapped in an exoskeleton of steel which is set out a regular grid.

Building B elevation showing its exoskeleton

Building C is the longest building with frontages to Pollard Street and the Metrolink line. Two storey duplex workspaces or ‘hangars’ occupying the ground and first floors form the base. These are collaborative workspace with openings onto a private yard for those adjacent to the Metrolink line. Folding shutters provide a secure line in the evenings to Pollard Street in line with the industrial aesthetic. The main façade has a gantry along its façade which accesses individual gantries for the studio spaces at the second and fourth floors.

View from Gantry at Level 2 of Building C looking along the North Elevation which faces the Metrolink

Each gantry studio is 1,000 sq ft of workspace. Units can be combined to allow flexibility of the users throughout the floorplan.



Building C elevation to the Metrolink showing its exoskeleton and double height 'hangar' studios

Building C elevation to the Pollard Street showing its exoskeleton and double height 'hangar' studios

Rainwater goods are exposed to highlight the workings and a mesh balustrade forms the crown of the building. As with building B, building C is also expressed with an exoskeleton structure of steel to provide its grid.

Image of building C on from the corner of Great Ancoats Street/Pollard Street

Building D has food and beverage uses that activate the canal and Central Green. The upper levels have large floor plates for established businesses offering multi-aspect views. The 11,700 sq ft floorplate would be subdivided into two areas.

Ground and roof top elements to Building D

External terraces provide additional break out spaces to workspace. They overlook the Central Green and the canal. The main body of the façade is constructed from a steel structure creating a regular grid pattern. The crown is metal mesh providing a cohesive link to the other buildings.

Building C has large floor plates for established businesses. The floor plate is approximately 9,800 sq ft and could be subdivided into two areas should it be required. Ground floor commercial units face the canal and the Central Green and would have large glazed areas. The façade has a steel structure creating a regular grid pattern. The crown is finished in the metal mesh providing a cohesive link to the other buildings. A series of terraces provide additional break out spaces and overlook the Central Green and the canal.

Ground and roof top elements to Building E

A temporary 'place making pop up' would be installed on the corner of Great Ancoats Street/Pollard Street to provide the local community and potential occupants further details on the development including how the buildings elevations would be brought to life as well as understanding the office formats at this scheme.

This development would be innovative and distinctive. The NPPF directs that great weight should be given to outstanding innovative design which promotes high levels of sustainability (paragraph 131). This development achieves that objective.

The development is purposefully different to other, modern traditional office formats, and this difference is an integral part of the development and the type of tenants the development would attract. Conditions would be used to ensure that the materials and landscaping are acceptable to ensure the architecture and setting of the development is delivered and executed to the required standard. This includes agreeing details on the placing making pop up.

Impact on the historic environment

The site is not located within a conservation area and does not contain any listed buildings. There are 29 listed buildings within a 500m radius of the site. The following are the closest and are deemed to be affected by the proposals – Crusader Mill (Grade II), Albion Works (Grade II), Ashton Canal Lock number 1 (Grade II), Ashton Canal Towpath Bridge (Grade II), Ashton Canal Lock Keepers Cottage (Grade II), Ashton Canal Lock number 2 (Grade II) and Ashton Canal Lock Number 3 (Grade II). There are also two non-designated assets within the vicinity of the site– Vulcan Mill and the Soho Foundry Wall.

There are only glimpsed views of the site from Murray Street from within the Ancoats Conservation, which is 500 metres to the north west and is not considered to undermine or harm the significance of this area or the listed buildings situated on the edge of the conservation area overlooking the site.

A Heritage Report considers that the above assets could be affected by the proposal as required by paragraph 128 of the NPPF. The impact on the setting of the identified heritage assets has also been evaluated through consideration of a variety of views.

Crusader Mill (Grade II) is a former cotton spinning mill. Its significance is derived from its contribution to the industrial heritage which once dominated this part of the city which gives it a high level of historical significance. Its architectural language and aesthetic is derived from its repetitive window arrangement and masonry and stone detailing although some of its significance has been diminished through extensive remodelling and removal of features over the years. The building is currently being converted into residential accommodation.

Ashton Canal Lock Number 1 (Grade II) forms part of the wider Ashton Canal network which was built to supply coal from Oldham and Ashton under Lyne to Manchester and opened in 1796. Although significant in its own right in terms of providing an early understanding of canal infrastructure, the locks significance when considered with the wider canal infrastructure provides a fuller understanding of its role in the industrial heritage of the area.

Ashton Canal Towpath Bridge (Grade II) forms part of the wider Ashton Canal infrastructure and has both individual and group value with the other assets associated with the canal. The bridge is representative of early canal infrastructure which gives it both historical and architectural significance.

Ashton Canal Lock Keepers Cottage (Grade II) the building's position on the edge of the canal means that it has strong group value with the surrounding canal infrastructure as well as being individually significant. This gives the building high historical significance as well as being architecturally of merit.

Ashton Canal Lock Number 2 (Grade II) forms part of the wider Ashton Canal infrastructure and has both individual and group value with the other assets associated with the canal. The historical significance, particularly with the other canal assets, is high but is more limited in respect of its architectural significance. The lock is, however, a good example of early canal infrastructure.

Ashton Canal Lock Number 3 (Grade II) forms part of the wider Ashton Canal infrastructure and has both individual and group value with the other assets associated with the canal. The historical significance, particularly with the other canal assets, is high but is more limited in respect of its architectural significance. The lock is, however, a good example of early canal infrastructure.

Albion Works (Grade II) is a former Mill building which has been converted into residential accommodation. Both historically and architecturally significant due to its masonry façade, detailing and repetitive window arrangements. The building has a retained chimney which former a prominent feature in the local area. The building

has been modified over the years with a roof top extension which has reduced its significance. The building also has a group value with the former Vulcan Works.

Vulcan Mill (non-designated heritage asset) a former mill building converted into residential accommodation. The buildings significance is derived from its historical use and links with Manchester's industrial heritage. The building has architectural merit and forms a group value with Albion Works.

Soho Foundry Wall (non-designated heritage asset) was a wall associated with the former Soho Foundry fronting the canal. There are also likely to be below ground archaeology associated with the foundry at the site. The wall remains the only above ground element and therefore the last remaining representation of the heritage associated with this building. It's historical significance is therefore high, particularly when considered with the canal, but its architectural significance is lower given the its current condition.

The heritage assessment has considered the impact on the historic environment particularly within the 9 key viewpoints that were identified as part of the impact assessment.

These are as follows:

- View A looking south-east from Redhill Street;
- View B View looking south from junction of Pollard Street and Munday Street;
- View C View looking south west along the Ashton Canal;
- View D looking south west along the Ashton Canal;
- View E looking south across the site;
- View F east up the Ashton Canal;
- View G looking east along the Ashton Canal;
- View H looking east along Chapeltown Street; and
- View I looking north up Pollard Street.

The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to result in a low level of harm to the setting and significance of the identified heritage assets (with this low level of harm being considered against the relevant tests within the NPPF). However, it is also acknowledged that there would also be some heritage benefits as a result of the scheme which principally derived from the removal of this vacant site from the setting of these heritage assets together with enhancements in the form of landscaping and improved setting as a result of the new buildings together with re-use and repair of the Soho Foundry Wall.

The key conclusions are summarised as follows:

View A looks towards the development from Redhill Street on the edge of the Ancoats Conservation Area. The development is not legible within the view due to the significant distance from the site.

View A looking south-east from Redhill Street

View B looks south from junction of Pollard Street and Munday Street. The proposal would be visible when looking towards the Grade II listed Albion Works and non-designated Vulcan Works and the openness provided by the vacant nature of the site removed.

Any impact on the setting and significance of these assets should, however, be balanced against the evolution of development in this part of the city. The site was once dominated by large mill and foundry buildings similar in scale and appearance of the heritage assets. This proposal would reinstate built form along Pollard Street with a density similar to the adjacent mill buildings. The heritage assets would remain legible view with the proposal stepping back from the footpath edge to provide further relief. The removal of the surface level car park from this view provides a heritage benefit to the setting of these assets.

The development would remove the view over the canal towards CHIPS and Islington Wharf. These are more modern development and therefore the impact is minimal. The significance of the canal network would be lost; however, this is not an historical view with the canal infrastructure is better appreciated from other vantage points The overall harm on the setting and significance of the historic environment from this view is a low level.

View B View looking south from junction of Pollard Street and Munday Street

View C looks south west along the Ashton Canal. Lock number 3 along with the canal network is prominent in the view with Albion and Vulcan works seen in the background. The proposal would obscure the view of Albion and Vulcan Mills and the historical setting of building of a particularly scale, mass and density would be reinstated at the site. The canal network and listed lock would remain legible within the view and would be enhanced by the proposed landscaping works.

View C View looking south west along the Ashton Canal

View D looks south west along the Ashton Canal with the foundry wall and lock 2 forming part of the view. Albion and Vulcan view are visible within the background.

The proposal would have a positive impact on the Foundry wall allowing it to be fully appreciated and set within an enhanced landscaped setting. Whilst it is acknowledged that there would be a loss of the main view of Albion and Vulcan Works, this is not an historic view of the building or the best vantage point to fully appreciate the significance of these building. The layout of the development does allow for the framing of the historic chimney and connections through the development between each heritage asset.

View D looking south west along the Ashton Canal

View E looks south across the site and allows open views of the Albion and Vulcan Works and the associated chimney.

The proposal would obscure the view of the heritage assets but would retain a view of the chimney stack. The impact on the setting and significance of these assets should be considered against the historical form of development which once dominated the site. The proposal would reinstate the scale and density of the historical mills together with providing enhancement to the public realm. The view of the chimney stack would be set within the new landscaped green which is to be created at the site together with reflecting the infilled canal branch in this location thereby strengthened the views towards Pollard Street.

View E looking south across the site

View F looks north along the Ashton Canal with lock number 1 in the foreground of the view and the Lock Keepers Cottage and lock number 2 in the background. Collectively the features form a significant view of the canal infrastructure.

The proposal would reinstate built form would recreate the historical relationship with the canal. The canal network remains fully legible and understood. The landscaping would allow greater access and appreciation of the listed assets through the demolition of a modern section of canal wall and enhanced soft and hard landscaping. The loss in openness at the site would remove any view of Albion and Vulcan Mill. This is considered to be a low level of harm given the historical pattern of development at the site.

View F east up the Ashton Canal

View G provides a further view looking eastwards along the Ashton Canal. The Lock Keepers Cottage is located to the left of the view with Albion and Vulcan Mills to the right. Lock number 2 is visible to the right of the cottage.

The current condition of the site has a neutral impact on the setting of the canal network. The reinstatement of built form recreates a historical relationship with the canal. The canal network and associated strictures would all remain legible and understood and the enhancements to the landscaping would allow for greater access to the canal.

View G looking east along the Ashton Canal

View H looks east along Chapeltown Street with the façade of Crusader Works to the right of the view.

The development makes little impact on the setting of the asset from this distance. There is a glimpsed view of the development from this vantage point which does not materially affect the listed building or its setting.

View H looking east along Chapeltown Street

View I looks towards the site from the junction of Pollard Street and Great Ancoats Street. Albion Works and Vulcan Mills are clearly in view from this vantage point.

Whilst the proposal would clearly be seen within the setting of the heritage assets, they would remain legible and understood from this vantage point. The proposal would reinstate the historical relationship of building form on this site of Pollard Street. The impact on the heritage assets is considered to be minor and when set against the other benefits of the scheme outweighs and harm in this regard.

View I looking north up Pollard Street

This development would be seen in the same context of a number of heritage assets. The current open nature of the site has a neutral impact on the local area and the surrounding assets and affords many of the heritage assets a setting which is not representative of the historical pattern of development in the area

The development would result in a low level of *less than substantial harm,* as defined by paragraph 196 of the NPPF, to the setting and significance of the identified heritage assets. Notwithstanding this low level of harm, the heritage assets would either remain legible and understood or would reinstate an historical pattern of development. Any harm would be outweighed by the substantial regeneration benefits that this development would bring. It is considered that this would provide the public benefits required by the paragraph 196 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Assessment of Heritage Impact

The proposal would result in instances of low level of harm through changes to the setting of some listed buildings, listed locks and non-designated heritage assets. These impacts are considered to result in a low level of harm to significance of some of the above assets and to fall within the category of less than substantial harm within the NPPF.

In these circumstances, it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the important the asset, the

greater the weight should be) (paragraph 193 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF. In considering whether the required public benefits exist to outweigh any harm, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

This site has previously been developed and there are longstanding regeneration aspirations for commercial led development at the site and in the area.

This proposal would regenerate the site in line with Council policy and deliver 46978 sqm of commercial floor space. The development would be innovative with flexible workspaces which would support traditional businesses looking for grade A office space and start up to small to medium sizes businesses. It would result in £83 million of investment and create 700 full time equivalent jobs during the construction and 510 full time equivalent jobs through construction expenditure. Additional growth in the supply chain would create 195 indirect jobs. The development is expected to create £112.3 million Gross Value Added (GVA) during the construction period. When operational the development would create 3,600 jobs in a range of sectors, roles and scales of organisations – from more established businesses to start ups.

The applicant would adopt a 'Manchester-first' procurement policy with at least 25% of the supply chain coming from Greater Manchester with a commitment from tenants and contractors to pay the Manchester Living Wage and targeting local people. In addition, over 40% of affordable workspaces would be dedicated to small to medium sized businesses. Business rates would generate around £3.1 million per year.

The scheme also seeks to create social value equating to around £7.8 million in the first 5 years through 5,000 voluntary hours per year. Areas which will be supported are local causes, youth engagement and mentor opportunities. Initial targets would also include 40 graduate internships within the businesses at the development, 40 small to medium sized business seminars together with 60 mentoring spots per year. Employment and recruitment opportunities, with 15 formal apprenticeships places, 25 local people helped back to work and 25 free desk for young people each year would be made available.

The visual and heritage assessment demonstrates that low level of harm to the surrounding heritage assets in most instances as the development would be viewed in the same context as the listed buildings/structures. The level of harm is low as, in most instances, the significance of the heritage assets would remain legible and understood both individually and where there is group value. There are several instances where the view of heritage assets becomes obscured or partially obscured. When measuring this harm, regard must be had for the historic evolution of the site and the change in built form which has occurred over many years. Previous development would have had a similar relationship and impacts with these assets.

Mitigation and public benefits are derived from the continued regeneration of East Manchester which would bring jobs and support supply chains both locally and regionally. The proposal would also be high quality in both its architecture and contribution to public realm, which would also bring its own heritage benefits. The

buildings would be highly sustainable, using low carbon technologies and a highly efficient building fabric. New public green spaces, landscaping, trees and habitat improvements would all bring the highest level of environmental benefit to the scheme.

Whilst there would be some heritage impacts, this would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

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

Archaeology

An archaeological assessment notes that there is likely to be a variety of important nineteenth century remains below ground such as the Pollard Street Mill and Soho Iron Works. Some of these sites were partially excavated and recorded prior to the installation of the tram but unexcavated zones would now be developed. GMAAS consider that it would be appropriate to undertake a programme of ground excavations to record any affected archaeology. Following completion and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains. A condition should be imposed to this affect to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20.

Trees

There are 9 individual trees, 11 group trees and shrubs at the site. 5 trees would be removed (1 category A, 3 category B and 1 Category C) and 6 group trees (which include approximately 31 trees – category C). A category A group of trees (series of approximately 7 Lime trees to Pollard Street) can be replanted elsewhere within the site.

The proposal would result in the loss of existing green infrastructure at the site from the loss of these trees. The City Arborist has raised no objection to this tree removal. The loss of the trees can be mitigated through the enhanced landscaping proposals which include planting of 55 new trees at the site (which includes street trees to Pollard Street and Great Ancoats Street) together with new shrub (ornamental and native) planting. The new planting at the site would also support new bird and bat boxes in order to create new habitats. These measures would increase biodiversity and would be agreed by planning condition.

Ecology

An ecological appraisal has concluded that there are no significant ecological constraints relating to bats, bird and proximity to the Ashton Canal.

The grassed area, trees and scrub has some ecological value which would be lost. Greater Manchester Ecology Unit (GMEU) consider that the extensive tree planting, wildflower grassland, public realm, green walls and roof gardens, bird and bat boxes suitably mitigate against the loss of existing habitats and biodiversity and enhance green infrastructure by approximately 10%.

GMEU also advise that any lighting scheme needs to consider the canal in order to minimise impacts on this wildlife corridor. Construction impacts on the canal need to be mitigated through the construction management plan. These matters should form part of the conditions of the planning approval.

This is in line with EN9 and EN15 of the Core Strategy as the effects of the development can be suitably mitigated and enhancement measures put in place which outweigh any harm result from the loss of trees and grass from the site.

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

The new spaces could be used for play, work, dwell or just passing through and provide the setting for the buildings. Connections would be improved across the site with cycle and walkways and the canal would be opened up. The landscaping proposal fall within 5 distinctive areas which would help contribute to the legibility and identity of the development. These areas are: Central Green; Foundry Green; Canal Walk East; Great Ancoats Street and Canal Walk West; and, Pollard Street.

Central Green would be a destination for many due to its proximity to tram and bus stops, cycle routes and canal footbridge.

View of the Central Green from Pollard Street (flanked by building C (left) and E (right)

The tram lines allow distinctive spaces to be created. The southern space has trees, planting and seating whilst the space to the north is more open lawn space to allow for large social gatherings. This would allow for a multifunctional use of the spaces and provide views to the canal infrastructure from Pollard Street and the heritage assets Albion Works and chimney and Vulcan Mill from the canal.

Central Green landscaping proposals

Foundry Green extends from building A and B to Soho Foundry Wall. The Lime trees on Pollard Street would be relocated to Foundry Green. The wall is a key feature in this space and landscaping would create a walled garden effect. A decking area to the north-east providing a multi-functional dwell space. The pedestrian route is flanked by canal side lawned terrace spaces sloping to the canal wall and water edge opening up the view of the canal and its historic features and could become an events space.

Informal play spaces, public art and biodiversity improvements would be provided to the Metrolink retaining wall. The final design of Foundry Green would be devised in consultation with the local community and relevant partners such as the Canal and River Trust and would be fully accessible.

Layout of the Foundry Green

Canal Walk East would be a linear space created alongside the canal and to the north of building D. This should become an important route for pedestrians, connecting Great Ancoats Street and the footbridge across to New Islington Marina and Munday Street.

Seating would be created within lawned areas on the canal side with tree planting creating an enhanced setting and biodiversity improvements. It is anticipated that community led gardens, orchards and incidental play features would populate the space to encourage community use. The lawn setting to lock number 3 would be preserved and enhanced within the removal of a hedge which would open up access to the lock encourage greater use and appreciation of the canal infrastructure.

Layout of Canal Walk East

Great Ancoats Street and Canal Walk West in recognition of the different character of this area, there are less opportunities to dwell within this area rather a high quality environment is create in order to transition to the other areas of the site.

The existing wildflower meadow adjacent to lock number 1 would be extended adjacent to the canal walk enhancing the environment on Greater Ancoats Street. Occasional seating and cycle parking would also be created as the landscaping merges with Foundry Green.

Layout of Great Ancoats Street and Canal Walk West

Pollard Street has been designed to respond to the level changes along this route and the need to provide access into Building C. A number of retaining walls, steps and planting are proposed. Planting would soften the streetscape and retaining walls

provide informal seating for spill-out from the buildings. Some street tree planting and cycle parking adjacent to entrances is proposed along the length of Pollard Street.

The two servicing laybys for building C and E are along this route the bus stop relocated to provide a better transition between tram and bus journeys.

Layout of Pollard Street

The proposal would provide up to 0.8 hectares of open spaces and public realm within this 2.01-hectare site. 0.6 hectares would specifically comprise soft landscaping, grassed area, wildflowers, native hedgerows and green areas. 17 existing trees would be relocated and a further 55 planted. This would create habitats and contributes to a net gain in biodiversity which mitigates against the value of the existing grass area.

Roof top terraces are provided to some buildings (buildings D and E) with a multi-use games areas to building A. These terraces would have soft landscaping as part of creating habitats and biodiversity improvements.

Effect of the development on the local environment and existing residents

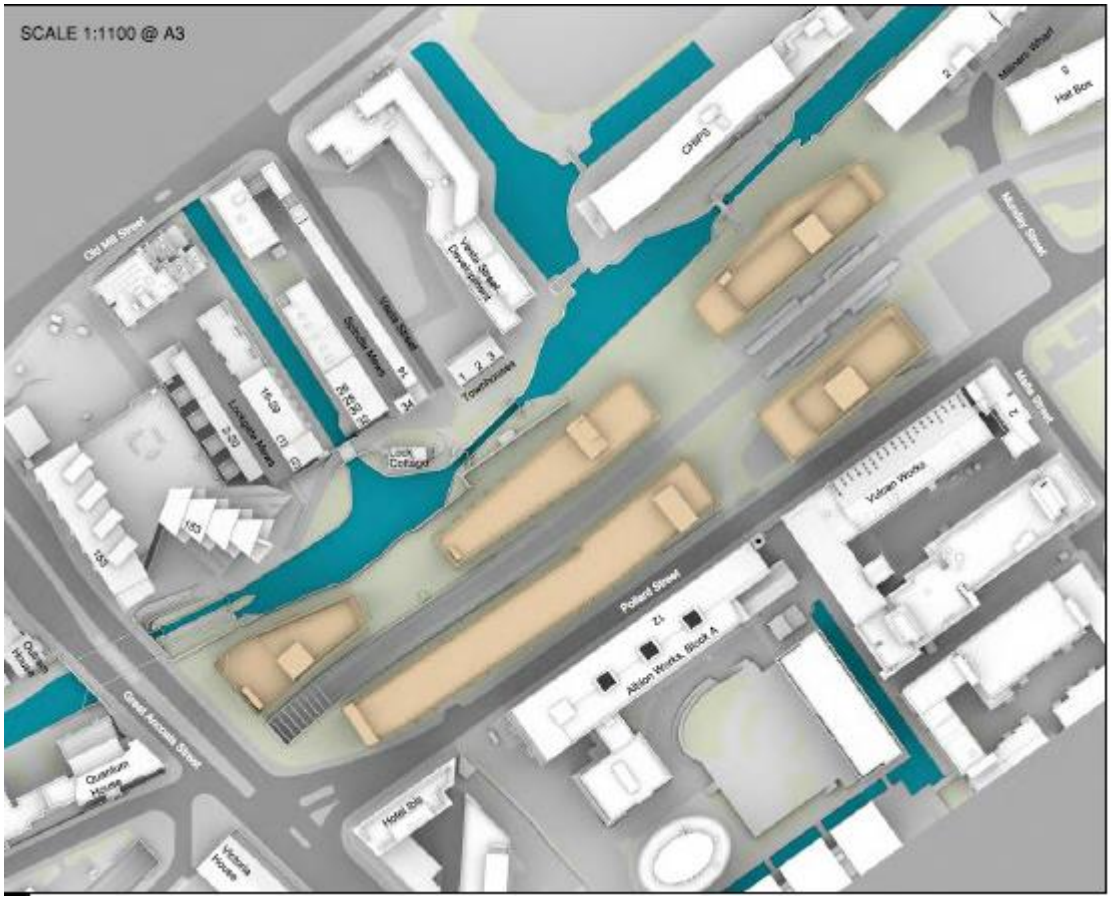
(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely effects of the proposal on the daylight and sun light received by surrounding properties. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window. The following residential properties were assessed:

- Vulcan Works, Pollard Street;

- Albion Mill, Pollard Street;
- Hatbox Apartments, Munday Street;
- Milliners Wharf, Munday Street;
- CHIPS, Lampwick Lane;
- One Vesta Street Development;
- Spindle Mews;
- Lockgate Mews, Old Mill Street;
- Canal Keepers Cottage;
- Islington Wharf, Great Ancoats Street;
- Outram House, Great Ancoats Street; and
- Quantum Apartments, Great Ancoats Street.



Proposed development in relation to surrounding buildings

A summary of the impacts is detailed below:

Albion Mill

90 windows to 66 habitable rooms were considered for daylight. 77 of these windows (86%) currently achieve the 27% VSC target and 13 (14%) do not due to their position within a lightwell or overlooking an existing wall.

As a result of the development, 14 windows (16%) would continue to achieve the 27% VSC target (or experience a reduction in VSC of less than 20% which is acceptable on the grounds it would not be noticeable by the occupants. 42 windows

(47%) would achieve a VSC of between 22-25% which would be within an acceptable tolerance given the context.

Of the remaining 34 windows, 28 (31%) would achieve an alternative VSC target of 12.5% based on spacing to height ratio between the Albion Works and the proposal.

6 windows (7%), located on the ground floor, would not achieve this alternative VSC target but are within a close range of between 12% to 12.4%. Despite the low VSC values, the windows are large which maximises the amount of natural light.

29 of the 66 rooms (44%) would pass the NSL test, with reduction in NSL not noticeable to the room occupants. 37 rooms (56%) would experience reductions in NSL that would be noticeable to the occupants. However, the majority of these rooms would continue to access direct sky visibility to more than half of their area. It should also be noted that 21 of these rooms are very deep plan with living spaces by the window and kitchen areas to the rear. As such, the living room proportion of these rooms continue to receive direct daylight and limited access to direct sunlight is common in single aspect apartments.

There are no windows in Albion Mill that face within 90 degrees of due south as such there is no requirement to consider the impact on sunlight.

Albion Mill currently enjoys unusually high levels of daylight which makes it more sensitive to change when development take place close to it. The apartments have large windows which provide a good distribution of daylight within the rooms which would largely remain even with the development in place.

Vulcan Mill

152 windows to 103 habitable rooms were considered. 135 (89%) currently achieve the 27% VSC target. 17 windows do not as they are on the side elevations facing other buildings.

As a result of the development, 81 windows (53%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which would not be noticeable. 15 (10%) would achieve a VSC of between 22% and 26% which is a tolerable level given the context.

The majority of the remaining 56 (37%), achieve a VSC of between 10% to 15% which, whilst less than the BRE target, would enable these windows to continue to receive daylight. It should also be noted that these windows are very large and would therefore receive daylight from above providing a natural illuminance.

54 (52%) of the 103 rooms would pass the NSL test resulting in no noticeable reduction. 49 (48%) would experience reductions in NSL that would be noticeable. It should also be noted that 19 of these rooms are very deep plan with living spaces by the window and kitchen areas to the rear and the living room area continues to receive direct daylight and the limited access to direct sunlight is common in single aspect apartments.

14 rooms with 27 windows, have been considered for sunlight. 12 (86%) achieve the 25% Annual and 5% Winter APSH targets currently. 2 rooms (14%) would achieve both the 25% Annual and 5% Winter APSH target. The development would in general reduce APSH levels within the rooms identified at Vulcan Mill. Notwithstanding this, all 14 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions in existing APSH values of less than 20% reduction which is acceptable as it would not be noticed by the room occupants.

Vulcan Mill currently enjoys unusually high levels of daylight amenity which makes it more sensitive to change. The apartments have large windows which allow for a good distribution of daylight within the rooms which would largely remain with the development in place. The impact on sunlight is considered to be negligible.

Hatbox Apartments

60 windows to 28 habitable rooms were considered for daylight. 27 (45%) currently achieve the 27% VSC target. 35 do not as they are behind/adjacent to a projecting balcony or a recessed balcony.

As a result of the development, 59 windows (98%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which is acceptable as it would not be noticeable. The remaining window would achieve a VSC of 9% which, although below the VSC target would be acceptable given the room this window is serving is served by 2 further BRE complaint windows.

All 28 rooms (100%) pass the BRE's NSL test, with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility.

28 rooms with 60 windows were considered for sunlight. All 28 rooms (100%) achieve both the 25% Annual and 5% Winter APSH targets currently. There would be a reduction in Annual and Winter APSH levels but within the BRE target.

The impact of the development on the Hatbox in terms of day light and sunlight is not considered to be significant.

Miliners Wharf

64 windows to 32 habitable rooms were considered for daylight. 2 of those windows (3%) currently achieve the 27% VSC target. 62 (97%) windows do not currently achieve the 27% target due to their position, set behind a winter garden. In effect, these windows are recessed into the building elevation, which places a significant limitation on their capacity to receive daylight.

As a result of the development, 37 windows (58%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which is acceptable as it would not be noticeable. 27 (42%), all servicing living room/kitchen dinners, would experience a reduction that would not be noticeable, and these rooms pass the NSL test with no negligible reduction in sky visibility.

These windows are to dual aspect rooms with two other windows which allow a good level of daylight distribution. The building designs currently makes the windows more sensitive to change.

All 32 rooms (100%) would pass the NSL test, with the majority experiencing no more than negligible reductions to unobstructed sky visibility.

24 rooms, with 56 windows, were assessed for sunlight all of which currently achieve the 25% Annual and 5% Winter APSH targets. 21 (88%) would continue to achieve both the BRE's Winter and Annual sunlight targets. 3 living room/kitchens (13%) would achieve the 5% Winter APSH target and would achieve APSH values of between 21 to 22% which is within the 35% target tolerance for the context.

The impact of the development on the Miliners Wharf in terms of day light and sunlight is not considered to be significant particularly given the buildings design and its context.

CHIPS

352 windows to 176 habitable rooms were considered for daylight. 311 of these windows (88%) currently achieve the 27% VSC target and 41 (12%) do not due as they are to the rear of a recessed balcony; below the projecting edge of the 'chip' above the window; or directly overlooking Milliners Wharf.

222 (63%) would continue to achieve the 27% VSC target (or experience a reduction in VSC of less than 20% which is acceptable as it would not be noticeable. 74 (21%) would achieve a VSC of between 22-25% which is within an acceptable tolerance given the context.

Of the remaining 56, 32 (9%) would achieve an alternative VSC target of 18% based on spacing to height ratio between the CHIPS and the proposal.

24 (7%) would not achieve the alternative VSC target. However, 19 of these windows are serve by at least one other which ensures a reasonable amount of daylight would remain. There are 5 windows that solely serve a room due to the design of the development.

128 rooms (73%) of the 176 considered passed the NSL test by experiencing reductions which would not be noticeable. 48 (27%) would experience reductions that would be noticeable. However, 37 of these rooms would continue to access direct sky visibility to more than half of the rooms area.

Whilst it acknowledged that there would be noticeable impacts on available daylight to the rooms identified, in most instances they came within an acceptable tolerance to the targets The CHIPS building would inevitably be more sensitive to change as the vacant site results in unusually high levels of amenity for these apartments.

176 rooms, with 352 windows were considered for sunlight. All rooms (100%) currently achieve the 25% Annual and 5% Winter APSH.

There would be a reduction in both Annual and Winter APSH levels. However, 173 rooms (98%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions of less than the 20% that is accepted by the BRE, on the grounds that it would not be noticed.

2 rooms would achieve the BRE target for Annual APSH and 4% for winter APSH. 1 room would achieve the Winter APSH target and an Annual APSH of 21%. It is considered that all three of these rooms are within an acceptable tolerance of the BRE targets and therefore the impact on sunlight is not considered to be significant.

One Vesta Street

116 windows to 107 habitable rooms were considered for daylight. 103 (89%) currently achieve the 27% VSC target. 13 (11%) do not.

99 (85%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which is acceptable as it would not be noticeable. 14 windows (12%) would achieve a VSC of 25% which is with a tolerable level given the context.

3 windows, serving two bedroom and one living room/kitchen, would not achieve the BREs VSC target or come within an acceptable tolerance. It should be noted that the 3 rooms would pass the NSL test and would experience a reduction of less than 1%, would experience VSC of between 19% to 21.5% and therefore only falling marginally short of the VSC target and the window to the living room/kitchen is below a projecting balcony.

99 rooms (93%) would pass the NSL test, with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility.

8 (7% 5 bedrooms and 3 living rooms/kitchens), would not pass the NSL test, and the change would be noticeable. However, they would continue to receive direct daylight to the majority of their area, and the remaining 3 rooms would receive direct daylight to between 44% and 49% of their area.

67 rooms, with 76 windows were assessed for sunlight. 63 (94%) currently achieve the 25% Annual and 5% Winter APSH targets. The remaining 4 (6%) achieve the Annual APSH target but not the Winter APSH target.

The development would result in a reduction in both Annual and Winter APSH levels. However, 64 rooms (96%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions in existing APSH values of less than the 20% reduction that is accepted by the BRE, on the grounds that it is not noticeable.

1 room would achieve the BRE target for Annual APSH and 4% for Winter APSH, which is within an acceptable tolerance of the BRE targets. 2 rooms would exceed the BRE's target for Annual APSH but not winter APSH.

The impact on sunlight to these rooms is acceptable given their capacity for winter sunlight is compromised due to their position close to the Vesta Street townhouses.

The impact of the development on the One Vesta Street in terms of day light and sunlight is not considered to be unduly harmful particularly due to its context and the developments design and relationship to other buildings which currently limits its capacity for daylight and sunlight.

Spindle Mews

53 windows to 23 habitable rooms were considered for daylight. 10 (19%) achieve the 27% VSC target. 43 (81%) do not currently achieve the 27% target as they face neighbouring development and other parts of Spindle Mews.

52 windows (98%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20% which would not be noticeable. The remaining window would achieve a VSC of 25% which is marginally below the VSC target and also has a BRE complaint window.

All 32 rooms (100%) pass the BRE's NSL test, with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility.

21 rooms with 51 windows, were considered for sunlight. 19 (90%) achieve the 25% Annual and 5% Winter APSH targets currently. 1 room achieves the Annual APSH target but not the Winter APSH target and 1 room achieves neither. 19 rooms (90%) would continue to achieve the BRE's Winter and Annual sunlight targets, notwithstanding a reduction in both Annual and Winter APSH levels.

2 rooms (one bedroom and one living room/kitchen) would achieve the Annual APSH target or experience reductions of less than 20%. These 2 rooms would not, achieve the Winter APSH target. These rooms are to the immediate north of the projecting parts of Spindle Mews which limits their direct sunlight in the winter. In addition, the living room/kitchen comfortably achieves the Annual APSH target.

It is not considered that the development would have an unduly harmful impact on the amenity of these apartments.

Lockgate Mews

58 windows to 33 rooms were considered for daylight. 27 (47%) currently achieve the 27% VSC target. 31 (53%) windows do not currently as their daylight is limited due their outlook towards Spindle Mews and Islington Wharf.

51 (88%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20%. The remaining 4 (75%) would achieve a VSC of 24% to 26% which is marginally below the target.

3 (5%), one bedroom and two living room/kitchens, would not achieve the BRE's VSC target or come within an acceptable tolerance of it. There are factors that justify the flexible interpretation of these results. The living rooms/kitchens have other windows that do achieve the BRE targets. They are therefore BRE compliant rooms. The bedroom has 2 other windows, one of which achieves the BRE target of 27%

and another which comes within an acceptable tolerance of it. All three of the rooms served by these windows pass the BRE's NSL test.

30 (91%) of the 33 would pass the BRE's NSL test, with most experiencing no reduction to its direct daylight / access to unobstructed sky visibility.

3 rooms (9%) would not pass the BRE's NSL test. These rooms are used as bedrooms and are therefore considered to have a lower daylight sensitivity.

18 rooms with 43 windows, have been considered for sunlight. 14 (78%) achieve both the 25% Annual and 5% Winter APSH targets currently. 2 (11%) are partially compliant, achieving the Winter APSH target but not the Annual APSH target. The remaining 2 rooms (11%) achieve neither of the APSH targets.

12 (67%) would continue to achieve the BRE's Winter and Annual sunlight targets. 2, one bedroom and one living room/kitchen would achieve Annual APSH target and come within an acceptable tolerance of the Winter APSH target.

2 one bedroom and one living room/kitchen would not achieve the Winter APSH target but would experience a reduction of less than 20% in Annual APSH. 2 rooms (11%) would achieve neither the Winter nor Annual APSH target.

It is considered that, on balance, the impact on sunlight would not be unduly harmful given the rooms which do not achieve the APSH target are bedrooms, and have a lower sensitivity and do not currently achieve the Annual APSH due to their proximity to Islington Wharf which impedes their ability to receive sunlight.

Canal Keepers Cottage

12 windows to 7 rooms were considered for daylight. 9 (75%) currently achieve the 27% VSC target and 3 (25%) do not.

4 would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20%. The remaining 7 (58%) would achieve a VSC of 22% to 25% which is marginally below the VSC target.

1 would not achieve a VSC within an acceptable tolerance. However, this window is marginally below an acceptable level at 21.35% (from 21.6%). The room also has 3 other windows all of which achieve a VSC of 22% to 25% and meet the NSL target.

5 (71%) pass the NSL test, with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility. 2 (29%) would not pass the NST test. However, they are bedrooms with a lower level of sensitivity.

It is considered that the impact on daylight to the Canal Keepers Cottage is marginal and with a tolerable level for a city centre context.

5 rooms with 9 windows were considered for sunlight. All 5 rooms (100%) achieve the 25% Annual and 5% Winter APSH targets currently.

The proposal would result in reductions in both Winter and Annual APSH levels but continue to be with tolerable limits and do not cause unduly harmful impacts.

Islington Wharf

437 windows to 206 habitable rooms were considered for daylight. 242 (55%) currently achieve the 27% VSC target. 195 (45%) do not and are positioned on the inward facing elevations of this development with the massing of another block significantly limiting their capacity to receive daylight.

387 windows (89%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20%. 9 (2%) would achieve a VSC of 22% to 26% which is marginally below the VSC target. 41 (9%) would not achieve a VSC within an acceptable tolerance of the target. However, 40 of these are to rooms with at least one other window. Many of these windows do not currently achieve the VSC target. The rooms do achieve the NSL test.

187 rooms (96%) passed the NSL test with the majority of each room continuing to receive direct daylight / access to unobstructed sky visibility. 4 of the remaining 9 rooms would continue to receive direct daylight to the majority if their area.

172 rooms with 389 windows were considered for sunlight. 169 (98%) achieve the 25% Annual and 5% Winter APSH targets currently. The remaining 3 rooms achieve the Winter APSH target but not the Annual APSH target.

The proposal would reduce Annual and Winter APSH levels. 157 rooms (91%) would still achieve Winter and Annual sunlight targets. 1 room would achieve the 25% Annual APSH target. It would also achieve a Winter APSH of 4%, which is considered to be acceptable given the context.

11 (6%) would achieve the Annual APSH target or experience reductions of less than 20%. They would not achieve the Winter APSH target. These rooms have balconies above the window, or projecting architectural features to the south of the window, limiting their capacity to receive direct sunlight.

Whilst the majority of these rooms do achieve the BRE targets currently, this is because the development overlooks a vacant site which minimises the impact of the projecting structure.

3 rooms (2%) would not achieve the BRE targets due to the design constraints of the development limiting the amount of light.

It is considered that, on balance, the impact on sunlight is not considered to be unduly harmful given the rooms which do not achieve the APSH target are constrained by the design of Islington Wharf which impedes their ability to receive sunlight when the proposed development is taken into account. Building of this scale and nature within a city centre context is not unusual and the impact of the development is therefore within a reasonable tolerance.

Outram House

18 windows to 15 habitable rooms were considered for daylight. 6 (33%) currently achieve the 27% VSC target and 12 (67%) do not due to the massing of Islington Wharf. 18 would achieve the 27% VSC target or experience a reduction in VSC of less than 20% which is acceptable.

All 15 rooms (100%) would pass the BRE's NSL test.

3 rooms with 3 windows achieve the 25% Annual and 5% Winter APSH targets currently.

The proposal would result in a minor reduction in Annual APSH levels and no reduction in Winter APSH levels. all 3 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets.

Quantum Apartments

73 windows to 44 habitable rooms were considered for daylight. 48 (66%) currently achieve the 27% VSC target and 25 (34%) do not.

49 (67%) would continue to achieve the 27% VSC target or experience a reduction in VSC of less than 20%. 16 (22%) would achieve a VSC of 21.6% to 26% which is considered to be within an acceptable tolerance.

8 (11%) would achieve a VSC of less than 21.6%. 7 do not currently meet the VSC target due to their recessed position and the massing of Islington Wharf, including 3 to bedrooms, which are less sensitive. 8 of the rooms served by these windows, 5 would comfortably pass the BRE's NSL test.

41 rooms (93%) would pass the NSL test. 3 (7%) which do not pass the NSL test would continue to receive direct daylight to more than half of their area.

9 rooms with 31 windows were considered for sunlight. 7 (78%) achieve the 25% Annual and 5% Winter APSH targets currently with the remaining 2 rooms achieving the Annual APSH target but not the Winter APSH target.

The proposal would result in very minor reductions in Annual APSH levels and no reduction in Winter APSH levels. All rooms would continue to achieve the BRE's Winter and Annual sunlight targets.

External amenity areas

The daylight and sunlight report has considered the sunlight amenity impact of the proposal on the Ashton Canal Towpath and the amenity areas created by the development - Canal Walk East, Central Green and Foundry Green.

The Ashton Canal Towpath currently passes the Time in Sun test, receiving at least 2 hours of direct sunlight on 21 March to 96% of its area. 93% of the Ashton Canal Towpath would continue to receive at least 2 hours of direct sunlight on 21 March,

significantly exceeding the BRE's target of 50%.The development would therefore have no material impact on the extent to which this external amenity area receives at least 2 hours of direct sunlight on 21 March and would to be very well sunlit throughout the year.

Canal Walk East (the "linear park" alongside the Ashton Canal), the Central Green and Foundry Green would receive at least 2 hours of direct sunlight to 56.8% of its area on 21 March, exceeding the BRE target of 50%.The two portions of Central Green would receive at least 2 hours of direct sunlight to 100% and 86.3% of their respective areas on 21 March, significantly exceeding the BRE target of 50%. These external amenity spaces would therefore appear very adequately sunlit throughout the year. Foundry Green would receive at least 2 hours of direct sunlight to 45% of its area on 21 March. Whilst not achieving the BRE's target of 50%, we consider this to be within an acceptable tolerance of the BRE target.

Overlooking

It is not considered that the proposal would give rise to any unduly harmful impacts in terms of overlooking. The development is separated from surrounding development by Great Ancoats Street, Pollard Street, Munday Street and the Ashton Canal. This provides appropriate distances between the existing developments.

(b) TV reception

A TV reception survey does not anticipate impact on digital television services or digital satellite television services. A condition would require of a post completion survey to verify that this is the case and that no additional mitigation is required.

(c) Wind

A wind assessment has assessed the impact of the development on the wind environment in and around the site. The development would not result in any unsuitable wind conditions for the intended users of the building or use of public realm and external areas around the site. The scale of the development is in keeping with the height of surrounding buildings and together with the orientation of the buildings does not create any unacceptable wind conditions at ground level.

The building entrances and walkways around the site would be safe for their intended use. The roof top terraces would be suitable for their intended recreational and amenity use and would be comfortable for standing and sitting. The areas of outdoor seating in the public realm would also be suitable. Landscaping proposals to the north of building have suitably mitigated against any modest impact on wind conditions so that this area remain suitable throughout the year.

There are no material cumulative impacts on the wind conditions with other nearby development. Indeed, it is likely the wind conditions are likely to improve on pre-existing conditions as a result of the significant landscaping and tree planting which would take place at the site.

(d) Air quality

An air quality assessment has considered whether the proposal would change the air quality during both the construction and operational phases of the development. The application site lies within an Air Quality Management Area (AQMA).

There would be dust for the construction process, but this would be minimised as no demolition is required. A dust management plan would ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

The operational aspects of the development will have minimal impact on air quality. The proposal would remove an existing 80 space surface car park. The only on-site parking would be for 5 disabled people. Those working at the site would be able to use public transport. 547 secure cycle spaces are proposed with locker and shower facilities to encourage cycling to work.

Fume extraction

Fume extraction would be required for the commercial units if they are to be occupied by a food and drink use. It is considered that a suitable scheme can be put in place and integrated into the scheme. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

Noise and disturbance

A noise assessment Identifies the main sources of noise would be from construction activities, plant, noise outbreak from the commercial premises and noise from the roof top terraces and multi-use area.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The office use could operate on a 24 hour basis. The external roof terraces would be available between 08:00 to 23:00 and restricted by a planning condition. The operational hours of the commercial units should be restricted to protect amenity and prevent unacceptable noise transfer. In addition, acoustic insulation should be put in place and details of the plant equipment for the building should be agreed.

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

Waste management

A waste management strategy details how waste would be managed. Each building would have a centralised waste store on the ground floor. The ground floor commercial uses would have their own dedicated arrangements

The following would be required for ach building:

- **Building A** - 15 no. x 1,100 Eurobins (collection via a layby on Great Ancoats Street)
- **Building B** -17 no. x 1,100 Eurobins (refuse from this building will transported to the collection point at Building A)
- **Building C** -15 no. x 1,100 Eurobins (collection via a layby on Pollard Street)
- **Building D** - 18 no. x 1,100 Eurobins (collection from Munday Street)
- **Building E** - 17 no. x 1,100 Eurobins (collection via a layby on Pollard Street)

Each bin store would have receptacles for general waste, recyclable (cans/bottles/plastics) and pulpable (paper/cardboard). The waste management arrangements have been calculated based on a collection frequency of twice a week for the office and once a week for retail/leisure uses from the designated collection points. Waste receptacles would be returned to each buildings bin store following collection by the on-site Facilities Management Team.

Environmental Health consider these arrangements to be acceptable in principle subject to further clarification on the final number of bins once the end users are known. The implementation of the arrangements should be conditioned.

Accessibility

The proposal would be accessible. Five parking spaces for disabled people would be provided within two layby areas on Pollard Street. There is level access across the site and sufficient width to walkways to accommodate a wheelchair or pram. Entrances to the commercial units and office entrance lobbies would be generous with power assisted doors. All floors are accessible by lift. The proposal would provide 174 accessible cycle stands (plus 6 in the public realm) for larger and accessible cycles.

Highways and transport considerations

A transport statement concludes that the site is a highly accessible and sustainable location. Laybys for servicing would be created on Great Ancoats Street and Pollard Street and the impact on the highway network is likely to be minimal with workers and visitors taking advantage of its highly accessible location and sustainable and active modes of transport.

A travel plan would support the development and promote a variety of measures and interventions. A welcome pack would be supplied to all employees outlining measures to encourage walking, cycling and public transport use and car sharing and car club.

Each building would have its own dedicated secure cycle store with showers and lockers to encourage use. The cycle provision within each building is as follows:

Building A - 95 cycles including 5% accessible stands and 5% nonstandard stands.
Building B - 46 cycles including 5% accessible stands and 5% nonstandard stands
Building C - 81 cycles including 5% accessible cycles stands and 5% nonstandard stands (this cycle store has capacity to expand by a further 29 standards should there be demand)
Building D -139 cycles including 5% accessible cycles stands and 5% nonstandard stands.
Building E - 118 cycles including 5% accessible cycles stands and 5% nonstandard stands.

There would also be a 72 stands within the public realm plus 6 accessible spaces. The total cycle provision be 557 (with capacity to grow this further should there be demand). Cycle and walking routes would be promoted to encourage active travel.

Highways services consider the position of the servicing arrangements and location of parking for disabled people require modifications to the highway layout in the interest of highway and pedestrian safety. Pollards Street would be narrowed and laybys and parking spaces for disabled people/car club bay(s) created. The bus stop would be relocated.

A draft travel plan encourages the use of sustainable forms of travel and conditions would require the production and implementation of a full travel plan. A draft construction management plan demonstrates that there would be minimal impact on the local highway network. A detailed plan would be produced as part of the conditions of any planning approval.

Overall, the development would have a minimal impact on the local highway network. Travel planning would promote the sustainable location, public transport use and active travel modes. Servicing and construction requirements can also be met. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

Flood Risk/surface drainage

The site is in flood zone 1 '*low probability of flooding'* but is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culvets and flooding from the sewer network. These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. The applicant has prepared a drainage statement which has been considered by the Flood Risk Management Team, United Utilities and Canal and River Trust.

The two former canal arms that run underneath the site perpendicular to the Ashton Canal, the Ashton Canal and infiltration provide opportunities for a multi-functional sustainable drainage system for managing surface water to minimise any discharge and pressure on the public sewer.

The applicant is committed to exploring these options, or a combination of these options in detail and a planning condition is recommended together with verification and future management arrangements.

Designing out crime

The CIS recognises that the development would bring vitality to a partially derelict site and would present a more active frontages to improve natural surveillance. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report provides notes that further information is required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Demolition and Construction management

The work would take place close to homes and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Construction vehicles are likely to use Great Ancoats Street and Pollard Street which should minimise disruption on the local network. There is unlikely to be any cumulative impact from construction activity. There is a large amount of activity in the local area but the proximity of the strategic road network should help to minimise disruption on the surrounding area.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Local and public opinion

There is support for the proposal, in terms of the social, economic and environmental benefits of the scheme, as well as objections in respect of the localised impacts on community.

This report provides a detailed analysis of those comments and concerns. It is acknowledged that there may be some localised impacts with to changes in outlook

from surrounding residential buildings and changes to day and sunlight. These effects would not warrant refusal of this planning application.

For the purposes of making planning decisions, the site is brownfield having been previously developed site. The site has no status as open space or a park but is simply a site which was seeded with grass to minimise its impact on the visual amenity of the area until conditions were right to redevelop the site. It is a long-standing regeneration aspiration to develop the site and one which would bring significant economic, social and environmental benefits to the city and the local area. This must be given significant weight in the decision-making process as directed by the NPPF.

Open spaces and new public realm would be created which would be developed with community consultation to ensure that the space meet the needs of residents and the development. This would provide spaces for outdoor recreation, active play as well as improvements to the pedestrian and cycling in and around the site. The new open spaces and public realm at the site would sit alongside the other public spaces and park areas in this part of the city including Angel Meadows, Cutting Room Square, New Islington Marina and Cottonfield Park and Phillips Park to name but a few.

Conclusion

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

The proposal represents £83 million of investment into the city and East Manchester. There has been a long-standing aspiration to bring a commercial development to this site within the Regional Centre. The site is brownfield having been previously developed. The site has no status as open space within the development plan. The site was seeded following stalled attempts to bring the site forward for development following the economic recession in 2008.

The proposal is wholly consistent with strategic planning policies for the site and the long-term regeneration objectives for the area as outlined within the Manchester Core Strategy (policies EC1 and EC3) and significant weight should be given to this (paragraph 80 of the NPPF). This investment also comes at a critical time as the City recovers from the economic effects of the Covid 19 pandemic.

Outstanding and innovatively designed buildings would be developed at the site which sets new standards for sustainability (paragraph 131 of the NPPF). A significant proportion of the site would be open spaces and public realm which would be designed to the highest standard, safe and well managed to benefit the development and the local area.

A comprehensive travel plan and various improvements to the pedestrian and cycling environment at the site would fully exploit the city centre location and support walking, cycling, tram, rail and bus journeys to the site (paragraphs 103, 105 and 111 of the NPPF). The site would be car free (except for disabled and servicing provision) which would minimise emissions.

Careful consideration has been given to the impact of the development on the local area and it has been demonstrated that there would be no unacceptable impacts as a result of the development on noise, air quality, water management or wind conditions. Waste can be managed with recycling prioritised.

There would be some localised impacts on the historic environment with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion shave taken place with the applicant through the course of the application, particularly in respect of the highways matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

Conditions to be attached to the decision

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

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

2) Prior to the commencement of development, a detailed phasing plan (including enabling phase and indicative timescales for implementation of the development including landscaping and public realm elements) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall then be carried out in accordance with the phasing plan and timescales agreed.

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

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

Drawings

PLS-HBA-SW-ZZ-DR-A-08-0001, PLS-HBA-SW-ZZ-DR-A-08-0002, PLS-HBA-SW-ZZ-DR-A-08-0003, PLS-HBA-SW-ZZ-DR-A-08-0004, PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-SW-01-DR-A-08-0011, PLS-HBA-SW-02-DR-A-08-0012, PLS-HBA-SW-03-DR-A-08-0013, PLS-HBA-SW-04-DR-A-08-0014, PLS-HBA-SW-05-DR-A-08-0015, PLS-HBA-SW-06-DR-A-08-0016, PLS-HBA-SW-07-DR-A-08-0017, PLS-HBA-SW-MR-DR-A-08-0018, PLS-HBA-SW-RE-DR-A-08-0019, PLS-HBA-SW-ZZ-DR-A-08-0250, PLS-HBA-SW-ZZ-DR-A-08-0251, PLS-HBA-SW-ZZ-DR-A-08-0252, PLS-HBA-SW-ZZ-DR-A-08-0350, PLS-HBA-SW-ZZ-DR-A-08-0351, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-A-01-DR-A-08-0101, PLS-HBA-A-02-DR-A-08-0102, PLS-HBA-A-03-DR-A-08-0103, PLS-HBA-A-04-DR-A-08-0104, PLS-HBA-A-05-DR-A-08-0105, PLS-HBA-A-06-DR-A-08-0106, PLS-HBA-A-07-DR-A-08-0107, PLS-HBA-A-MR-DR-A-08-0108, PLS-HBA-A-RE-DR-A-08-0109, PLS-HBA-B-00-DR-A-08-0110 , PLS-HBA-B-01-DR-A-08-0111, PLS-HBA-B-02-DR-A-08-0112, PLS-HBA-B-03-DR-A-08-0113, PLS-HBA-B-04-DR-A-08-0114, PLS-HBA-B-MR-DR-A-08-0115, PLS-HBA-B-RE-DR-A-08-0116, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-C-01-DR-A-08-0121, PLS-HBA-C-02-DR-A-08-0122, PLS-HBA-C-03-DR-A-08-0123, PLS-HBA-C-04-DR-A-08-0124, PLS-HBA-C-MR-DR-A-08-0125, PLS-HBA-C-RE-DR-A-08-0126 , PLS-HBA-D-00-DR-A-08-0130, PLS-HBA-D-01-DR-A-08-0131, PLS-HBA-D-02-DR-A-08-0132, PLS-HBA-D-03-DR-A-08-0133, PLS-HBA-D-04-DR-A-08-0134, PLS-HBA-D-05-DR-A-08-0135, PLS-HBA-D-06-DR-A-08-0136, PLS-HBA-D-07-DR-A-08-0137, PLS-HBA-D-MR-DR-A-08-0138, PLS-HBA-D-RE-DR-A-08-0139, PLS-HBA-E-00-DR-A-08-0140, PLS-HBA-E-01-DR-A-08-0141, PLS-HBA-E-02-DR-A-08-0142 , PLS-HBA-E-03-DR-A-08-0143, PLS-HBA-E-04-DR-A-08-0144, PLS-HBA-E-05-DR-A-08-0145, PLS-HBA-E-06-DR-A-08-0146, PLS-HBA-E-07-DR-A-08-0147, PLS-HBA-E-MR-DR-A-08-0148, PLS-HBA-E-RE-DR-A-08-0149, PLS-HBA-A-ZZ-DR-A-08-0200, PLS-HBA-A-ZZ-DR-A-08-0201, PLS-HBA-A-ZZ-DR-A-08-0202, PLS-HBA-A-ZZ-DR-A-08-0203, PLS-HBA-B-ZZ-DR-A-08-0210, PLS-HBA-B-ZZ-DR-A-08-0211, PLS-HBA-B-ZZ-DR-A-08-0212, PLS-HBA-C-ZZ-DR-A-08-0220, PLS-HBA-C-ZZ-DR-A-08-0221, PLS-HBA-C-ZZ-DR-A-08-0222, PLS-HBA-D-ZZ-DR-A-08-0230, PLS-HBA-D-ZZ-DR-A-08-0231, PLS-HBA-D-ZZ-DR-A-08-0232, PLS-HBA-E-ZZ-DR-A-08-

0240, PLS-HBA-E-ZZ-DR-A-08-0241, PLS-HBA-E-ZZ-DR-A-08-0242, PLS-HBA-E-ZZ-DR-A-08-0243, PLS-HBA-A-ZZ-DR-A-08-0400, PLS-HBA-B-ZZ-DR-A-08-0410 , PLS-HBA-C-ZZ-DR-A-08-0420, PLS-HBA-C-ZZ-DR-A-08-0421, PLS-HBA-D-ZZ-DR-A-08-0430, PLS-HBA-E-ZZ-DR-A-08-0440, PLS-HBA-A-ZZ-DR-A-08-0300, PLS-HBA-B-ZZ-DR-A-08-0301, PLS-HBA-C-ZZ-DR-A-08-0302, PLS-HBA-D-ZZ-DR-A-08-0303, PLS-HBA-E-ZZ-DR-A-08-0304, PLS-HBA-A-ZZ-DR-A-08-0610, PLS-HBA-B-ZZ-DR-A-08-0611, PLS-HBA-C-ZZ-DR-A-08-0612, PLS-HBA-D-ZZ-DR-A-08-0613 and PLS-HBA-E-ZZ-DR-A-08-0614

All stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

Supporting information

Planning Statement prepared by Deloitte Real Estate; Design and Access Statement (including Public Realm and Landscaping Strategy) prepared Hawkins/Brown Architects and Planit-IE, including a schedule of accommodation; Statement of Consultation prepared by Deloitte Real Estate; Heritage Statement prepared by Deloitte Real Estate; Archaeological Desktop Report and Written Scheme of Investigation prepared by Salford Archaeology; Tree Survey, Arboricultural Impact Assessment, Bat Survey, and Biodiversity Net Gain calculations prepared by Amenity Tree Care; Air Quality Assessment prepared by BWB; Phase 1 Geo-environmental Statement and UXO Survey prepared by LK Projects and Phase 2 Investigation Scoping note prepared by Civic Engineers; Crime Impact Statement prepared by Greater Manchester Police; Travel Plan Framework prepared by Civic Engineers; Transport Assessment, including Servicing and Waste Strategy, prepared by Civic Engineers; Manchester City Council Waste Proforma and supporting plans, prepared by Civic Engineers and Hawkins/Brown; Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham; M&E Strategy, including Ventilation and Extraction prepared by Max Fordham; Flood Risk Assessment and Drainage Strategy prepared by Civic Engineers; Daylight/Sunlight Assessment prepared by Greyscanlanhill; Construction Management Plan prepared by Arcadis LLP; Community Wealth Partnership prepared by General Projects; Socio-Economic Report prepared by Ekosgen; Acoustic Survey prepared by Sandy Brown; TV Reception Survey prepared by G-tech Surveys; and Wind Assessment prepared by Architectural Aerodynamics.

All stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

Flood Risk Assessment and Drainage Strategy stamped as received by the City Council, as Local Planning Authority, on the 29 October 2020

Consultation responses stamped as received by the City Council, as Local Planning Authority, on the 20 November 2020

Response to highways comments prepared by Civic Engineers stamped as received by the City Council, as Local Planning Authority, on the 4 December 2020

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

4) No works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

5) Prior to the commencement of the development hereby approved, archaeological investigations shall be carried out in accordance with Archaeological Desk-Based Assessment and Written Scheme of Investigation for an Archaeological Investigation prepared by Salford Archaeology stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020

The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) including:

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

i) Archaeological evaluation trenching or 'strip, map and record' excavation, and;
ii) Pending the results of (i), targeted detailed open area excavation and recording;

2. A programme for post investigation assessment to include:

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

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

4. Dissemination of the results of the archaeological investigations commensurate with their significance. This should include provision for an appropriate level of academic and popular publication (monograph and Greater Manchester's Past Revealed series)

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 policy EN3 of the Manchester Core Strategy and saved policy DC20 of the UDP, to record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

6) Prior to the commencement of development of a phase of development, other than enabling works comprising site investigations and remediation, a detailed construction management plan (CMP) outlining working practices for the proposed

development construction shall be submitted for approval in writing by the Local Planning Authority.

For the avoidance of doubt the construction management plan shall include:

- Display of an emergency contact number;
- Measures to protect the Ashton Canal from spillages, dust and debris and to control the emissions of dust and dirt during construction;
- Communication strategy with residents;
- 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; and
- Sheeting over of construction vehicles.

Further measures shall also be included relating to the works adjacent to the Metrolink Hazard Zone. For the avoidance of doubt this shall include:

- The retention of 24 hour unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational;
- Traffic management proposals to ensure safe operation of the tram Crossing on Munday Street;
- The erection and dismantling of scaffolding;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- The erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path;
- Details of a hoarding next to the tramway;
- Details of wheel washing facilities and measures to ensure that the track crossing on Munday Street remains free from the deposition of detritus from the site and that detritus does not get carried into the rail grooves

In relation to the protection of the adjacent Ashton Canal, information should also be provided in the CMP as follows:

- A plan showing the areas of storage of plant and materials used in constructing the development and stockpiling and fuelling area for vehicles;
- Include the steps to be taken to prevent the discharge of silt-laden runoff, materials or dust or any accidental spillages entering the waterway;
- Provide details of how any existing land drains on the site would be located, sealed/remediated/blocked-up or removed to prevent contamination of the waterway;
- Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing to be

erected to safeguard the waterway infrastructure during site clearance/construction.

The development shall be carried out in accordance with the approved construction management plan for each phase for the duration of the construction works.

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) Prior to the commencement of any development within 20 m of the canal for each phase, a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out adjacent to the canal has been submitted for approval in writing by the Local Planning Authority. The details shall:

- demonstrate that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure;
- provide existing and proposed cross sections showing the distance from the canal/locks to the proposed buildings A, B and D and include foundation details, relative levels and written distances;
- provide a crane oversail plan and crane siting location plan to show the proximity to the canal corridor/infrastructure and demonstrate there would be no loading on the canal infrastructure;
- include the design, depth and means of construction of the foundations of buildings A, B and D, together with any other proposed earthmoving and excavation works required in connection with the construction of these buildings;
- provide a detailed methodology and plans to demonstrate how the works along the canal edge would be carried out whilst protecting the canal infrastructure, such works include any lowering of the canal wall; installing railings and any works to the former foundry wall;
- details specifying how the canal will be protected during the works and include any details of proposed protective fencing to be erected to safeguard the waterway infrastructure during construction;
- the method of works setting out how canal side trees would be removed whilst safeguarding the canal infrastructure;
- include the steps to be taken to prevent the discharge of siltladen run-off, materials or dust or any accidental spillages entering the canal.

The development shall only be carried out in accordance with the agreed Risk Assessment and Method Statement.

Reason – In the interest of protecting the canal from the construction of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

8) a) Prior to the commencement of the development of a phase of development, other than enabling works comprising site investigations and remediation, details of

a Local Benefit Proposal in line with Page 12 of the Economic Impact Report, stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, 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 for each phase of development, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

9) A phase of the development, other than enabling works comprising site investigations and remediation, shall not commence until details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Should any excavation or piling works be required to be carried out greater than 1m deep within 1m of the Metrolink operational boundary, the piling strategy shall also include details to minimise the impact on the tram lines.

The approved details shall then be implemented during the construction of the development.

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

10) Prior to the commencement of a phase of the development, other than enabling works comprising site investigations and remediation, detailed design for the works (including structural surveys and details of the proposed tunnel monitoring regime) which are required to take place in close proximity to the Great Ancoats Street Underpass shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented for the duration of that phase of the development.

Reason - In the interest of safeguarding the operational safety of the adjacent Metrolink line pursuant to policy DM1 of the Manchester Core Strategy (2012).

11) Prior to the commencement of a phase of the development, other than enabling works comprising site investigations and remediation, details shall be submitted for approval in writing by the City Council, as Local Planning Authority, confirming that there are no electromagnetic compatibility impacts from the proposed development. Should any electromagnetic compatibility protection measures be required as a result of the development, these details shall be agreed prior to the commencement of each phase of the development and be in place prior to each phase of the development becoming operational.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) Prior to the commencement of each phase of the development, detailed design for facilitating the use of the tram crossing by motorised vehicles, cycles and pedestrians shall be submitted for approval in writing for approval in writing by the City Council, as Local Planning Authority.

The approved details shall then be implemented for the duration of each phase of the development.

Reason - In the interest of safeguarding the operational safety of the adjacent Metrolink line pursuant to policy DM1 of the Manchester Core Strategy (2012).

13) 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 – In the interest of protecting ground water from contamination pursuant to policies EN14 and EN18 of the Manchester Core Strategy (2012).

14) Notwithstanding the details submitted within the Flood Risk Assessment and Drainage Strategy and Pollard ST Statutory Response stamped as received by the City Council, as Local Planning Authority, on the 29 October 2020 and 20 November 2020 respectively flood risk and drainage assessment stamped as received by the City Council, as Local Planning Authority, on the 1 May 2019, (a) a phase of the development, other than enabling works comprising site investigations and remediation, shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Use of appropriate SuDS solutions demonstrated in the drainage layout;.
- 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;

- Ground investigation should be undertaken to determine if the site is affected by contamination. If the results demonstrate that infiltration is feasible, BRE365 infiltration testing should then be undertaken. If infiltration demonstrated as not feasible, evidence of alternative surface water disposal routes (as follows) is required:
    - Where surface water is connected to the canal, any works within or adjacent to the canal that would affect it would require consent from Canal and River Trust.
    - Where surface water is connected to the public sewer, agreement in principle from United Utilities is required to confirm there is adequate spare capacity in the existing system taking future development requirements into account;
    - . Discharge to the public sewer should be minimised due to the potential for canal discharge and green SuDS on site.
- 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. This should depict how the proposed exceedance features (dry basins and swales) will operate effectively. Finished floor levels for all buildings need to be a minimum of 150mm above cover levels.
- 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. Provide details of how any modelled flood volumes will be managed to ensure no flooding in any part of a building on site or on 3rd party land.
- Construction details of flow control and SuDS elements.

(b) A phase of the development shall then 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 pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

15) Notwithstanding the phase 1 desk top assessment and phase 2 site investigation scoping document prepared by LK Consults and Civic Engineers respectively stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, (a) before a phase of development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a Site Investigation and Risk Assessment Report

- Submission of a Remediation Strategy

One approved, the development shall then be carried out in accordance with the approved details.

(b) When 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 prior to the first occupation of the development.

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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

16) If, during the development, contamination or conditions not previously identified as part of the agreed documents within conditions 15 are found to be present at the site (or in the monitored vicinity) then no further development shall be carried out until a strategy which details how this unsuspected circumstance shall be dealt with has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and then verified as required by part (b) of condition 15.

Reason - To ensure that the works to be undertaken do not contribute to, or adversely affect, unacceptable levels of water pollution from previously unidentified contamination sources pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

17) Prior to the commencement of each phase of development, other than enabling works comprising site investigations and remediation, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a preparation of a sample panel(s)) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation and a strategy for quality control management.

The approved materials shall then be implemented as part of each phase of the development.

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

18) Prior to the commencement of works to the canal side wall, detailed plans and sections showing the extent of works including the lowering/reduction in height of the canal wall shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, this shall include the extent of wall removal and coping/finish of the retained wall, the design of the metal railings to be installed and the method for affixing the railings to the retained lowered canal wall together with the details of the siting, type and design of any public rescue equipment and warning signage to be installed along the canal edge.

The works of the canal wall shall be carried out in accordance with the approved scheme and thereafter retained and maintained.

Reason – In the interest of appropriate work being carried out to the canal infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

19) Prior to commencement of building E, the final position of the building, including coordinates indicating the horizontal and vertical position of the ground level of Building E, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented as part of the development.

Reason - To safeguard implementation of potential future Metrolink infrastructure alterations, including to track and platform, at New Islington Stop pursuant to policy SP1 and T1 of the Manchester Core Strategy (2012).

20) Prior to the first occupation each phase of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of constriction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements 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 pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

21) (a) Notwithstanding drawings PLS-PLA-ZZ-00-DR-L-0001, PLS-PLA-ZZ-00-DR-L-1000, PLS-PLA-ZZ-00-DR-L-2000, PLS-PLA-ZZ-00-DR-L-4000 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, prior to the first occupation of each phase of the development, details of hard and soft landscaping treatments (including works to the tram lines/stop, canal, Foundry wall, tree planting, street tree planting, boundary treatments, seating, planters and other items of street furniture and appropriate samples of materials of hard landscaping etc) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of each phase of the development and thereafter retained and maintained.

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

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenity of the area and tram infrastructure, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

22) Prior to the first occupation of each phase of the development hereby approved, a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in operation.

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

23) Prior to the first operation of the development hereby approved, full details of the specification and locations of bat and bird boxes, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The bat and bird boxes shall be installed prior to the completion of the development and therefore be retained and remain in situ.

Reason - To ensure the creation of new habitats in order to comply with policy EN15 of the Manchester Core Strategy (2012).

24) The development hereby approved shall be carried out in accordance with the Sustainability Strategy prepared by Max Fordham; Energy Statement prepared by Max Fordham stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. A post construction review certificate/statement shall be

submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority, for each phase of the development.

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

25) (a) Prior to the first operation of each phase of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (Laeq) below the typical background (La90) level at the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first operation of each phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

26) Prior to the first use of each phase of the development, a scheme for acoustically insulating the proposed development against noise and vibration from the adjacent Metrolink line shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first use of the development.

Reason: To secure a reduction in noise from Metrolink in order to protect future occupants from noise nuisance, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

27) The office development hereby approved shall be carried out in accordance with site Manchester City Council Waste Proforma and supporting plans, prepared by Civic Engineers and Hawkins/Brown stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. The details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

28) Prior to the first operation of the commercial units as shown on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, a scheme for the storage (including segregated waste recycling) and disposal of refuse for the commercial elements within that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

29) Prior to the first operation of each of the commercial units, as shown on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

30) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first operation of the each phase of the development hereby approved. The approved scheme shall be implemented in full prior to the first operation of each phase of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development and impact on the Ashton Canal in order to comply with the requirements of policies SP1, EN15 and DM1 of the Core Strategy.

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

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

32) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. 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.

33) The development shall be carried out in accordance with the interim travel plan stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020.

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those working at the development;
ii) a commitment to surveying the travel patterns of staff during the first three months of the first use of the building and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of a building (s) within each phase of development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for occupants, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

34) The development hereby approved shall provide 557 cycle spaces. Prior to the occupation of each phase of the development, details of the location and number of cycle spaces for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented for that phase and retained and maintained in situ for as long as the development remains in operation.

Reason – To ensure there is sufficient cycles stand provision at the development and the occupants in order to support modal shift measures pursuant to policies SP1,T1, T2 and DM1 of the Manchester Core Strategy (2012).

35) Prior to the first occupation of each phase of the development hereby approved, the demarcation of 5 disabled parking bays (including one adapted for car club) shall be carried out in accordance with PLS-HBA-SW-ZZ-DR-A-08-0003 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020. The spaces shall be laid out, demarcated and made available. The disabled car parking layout shall be retained and maintained for as long as the development remains in operation.

Reason – To ensure disabled car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Pollard Street, Great Ancoats Street and Munday Street 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:

- Footway improvement and reinstatement works around the perimeter of the application site including provision of street trees and pedestrian and cycling improvements. These footway improvements shall include details of materials, including other high-quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm;
- Creation of servicing and disabled bays (including car club bay) to Great Ancoats Street and Pollard Street;
- Amendments to traffic regulations order along Pollard Street; and
- Narrowing of Pollard Street including relocation of bus stop.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

37) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, within one month of the practical completion of the and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first

occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

38)Prior to the first operation of the development hereby approved a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

39) The development above ground floor hereby approved, can be occupied as offices/workspaces (Use Class E) and for no other purposes of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason – In the interest of retaining the provision of office/employment space within the development pursuant to policies EC1, EC4 of the Manchester Core Strategy (2012).

40) The commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 can be occupied as Class E (excluding convenience retail) and theatre/bars (Sui Generis) and for no other purposes of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first operation of the commercial unit to be implemented shall thereafter be the permitted use of that unit

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

41) In the event that any of the commercial units, as indicated on drawing PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 are occupied as restaurant/café or drinking establishment, prior to their first operation the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
  - o Dispersal policy;
  - o Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

42) The commercial units as shown on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

43) When each phase of the development is first occupied (with the exception of Building B), deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
No servicing on Sundays

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

44) Prior to the first operation of Building B, a servicing management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the servicing hours for this building and any other specific access arrangements which affect the servicing of this building. The approved servicing management plan shall be implemented from the first operation of this building and thereafter retained.

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

45) The opening hours for each of the commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 is as follows:

Sunday to Thursday 08:00 to 23:30
Friday and Saturday 08:00 to 00:30

There shall be no amplified sound or any amplified music at any time within the units.

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

46) The roof terraces as shown on drawings PLS-HBA-D-MR-DR-A-08-0138 (Building D) and PLS-HBA-E-MR-DR-A-08-0148 (Building E) stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:00
No use of the roof terrace on Sundays

There shall be no amplified music or sound on the roof terrace at any time.

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

47) The multi use games roof terrace for Building A, as shown on drawing PLS-HBA-A-MR-DR-A-08-0108 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020 shall not be open outside the following hours:-

Monday to Saturday, 09:00 to 21:00,
Sunday, 10:00 to 20:00.

There shall be no amplified music or sound on the roof terrace at any time.

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

48) Prior to the first use of each of the commercial units as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises with the exception of the hanger units to Building C . The approved details shall be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason – To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

49) 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.

50) Prior to the first operation of each of the ground floor commercial units, as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, details of how the commercial units will be acoustically insulated and treated to limit the break out of noise shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include a noise study of the premises and a scheme of acoustic treatment. For the avoidance of doubt, where entertainment noise is proposed the Laeq (entertainment noise) shall be controlled to 10 db below the La90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location.

(b) The approved scheme shall be implemented and prior to the first operation of each of the commercial units, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

51) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 3, or set out in the Signage Strategy approved under Condition 38, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

52) Prior to the first operation of the commercial units as indicated on drawings PLS-HBA-SW-00-DR-A-08-0010, PLS-HBA-A-00-DR-A-08-0100, PLS-HBA-B-00-DR-A-08-0110, PLS-HBA-C-00-DR-A-08-0120, PLS-HBA-D-00-DR-A-08-0130 and PLS-HBA-E-00-DR-A-08-0140 stamped as received by the City Council, as Local

Planning Authority, on the 5 October 2020, the details of any outside seating areas shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the area to be used, details of any barriers, seating and other structures together with a management strategy for removing any seating after use. The approved details shall be implemented as part of the use.

The use of any external seating areas shall case at 21:00 daily and there shall be no use of amplified sound or any music at any time within this area at any time.

Reason – In the interest of residential and visual amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

53) Notwithstanding section 10 of the design and access statement, prior to the installation of the meanwhile use, details of the siting, scale, appearance, duration of time for the installation to be located at the site, hours of operation and timescale for implementation of the final landscaping strategy for the site shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available in line with the approved details. Any approved structures shall be removed within one month of the agreed use ceasing at the site.

Reason – In the interest of visual and residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

54) (a) Three months prior to the first operation of each phase of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use(s) and other measures in line with the community wealth strategy stamped as received by the City Council, as Local Planning Authority, on the 5 October 2020, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

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

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

(b) Within 6 months of the first operation of each phase of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

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

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

- The applicant/developer is advised to contact the Infrastructure Services Team on 01782 779909 or email Enquiries.TPWNorth@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained and that the works co River Trust

- The applicant/developer is advised to contact the Canal & River Trust Utilities Team at the Wigan Office on 01942 405766 to discuss the acceptability of discharging surface water from the site to the adjacent canal in order to ensure that any necessary consents are obtained. Please be advised that the Trust is not a land drainage authority, and such discharges are not granted as of right- where they are granted, they will usually be subject to completion of a commercial agreement.

- The application site includes land within the ownership of the Canal & River Trust. Any future use of land in the Trusts ownership will require the prior consent of the Canal & River Trust and our separate agreement. The applicant is advised to contact the Trusts Estate Management Team on 0303 040 4040 or email Matthew.Hart@canalrivertrust.org.uk directly to discuss this matter.

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: 128191/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:

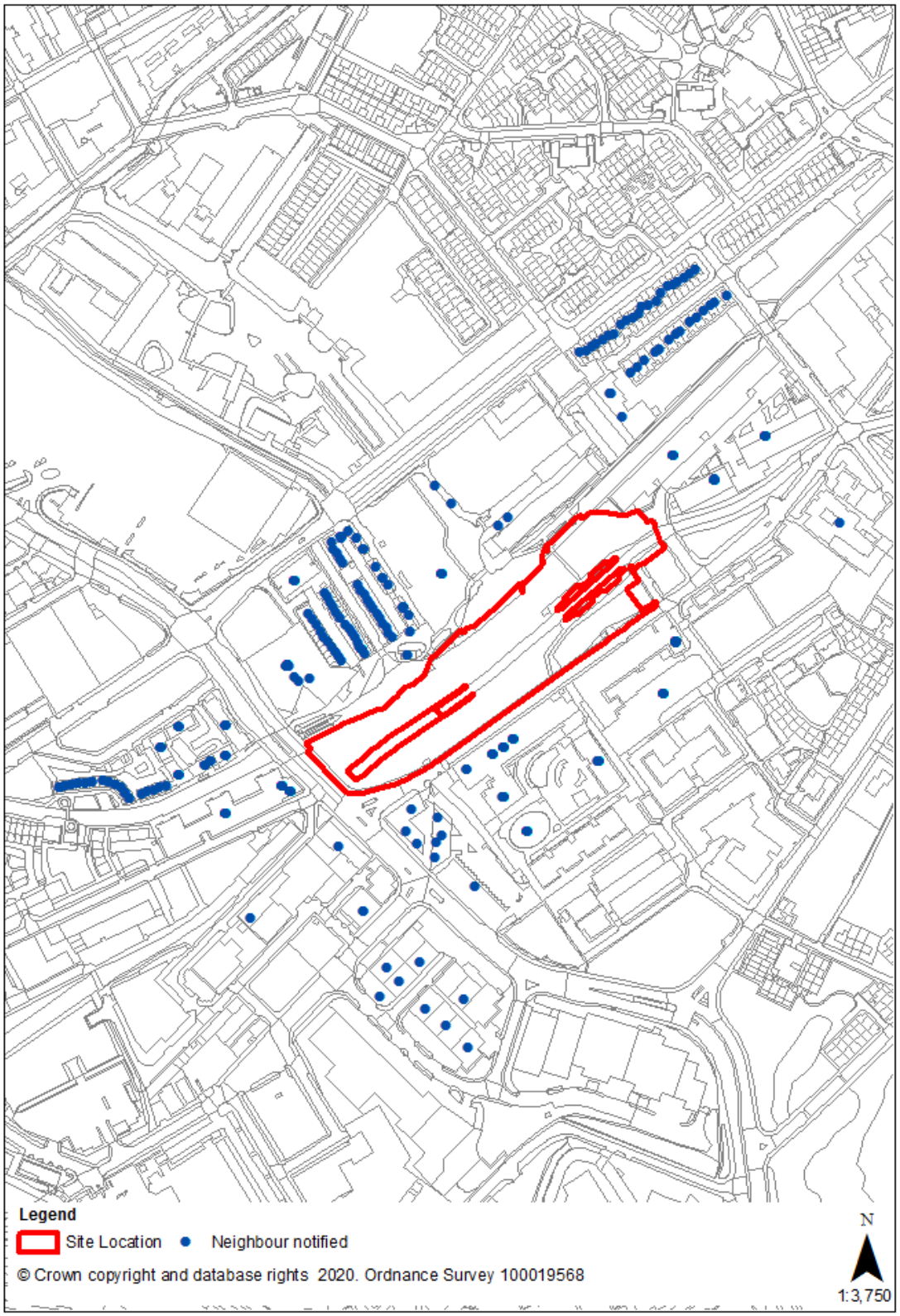
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Strategic Development Team

MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Canal & River Trust
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Metrolink
High Speed Two (HS2) Limited

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

Representations were received from the following third parties:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk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