

Application Number	Date of Appln	Committee Date	Ward
122280/FO/2019	26th Feb 2019	17th Dec 2020	Deansgate Ward

Proposal Erection of new mixed-use development to comprise of one 10 storey building fronting Mirabel Street to accommodate 45 no. Use Class C3 residential apartments (9 no. 1-bed studios, 27 no. 2-bed 3 person apartments and 9 no. 2-bed 4 person apartments) and 8 no. residential car parking spaces at ground level and one part 10, part 14 storey building fronting Great Ducie Street to accommodate 84 no. Use Class C3 residential apartments (31 no. 1-bed 2 person apartments, 26 no. 2-bed 3 person apartments, 18 no. 2-bed 4 person apartments and 9 no. 3-bed 5 person apartments) and 345 sq. m of commercial floor space at ground level (flexible use Use Class A1 shop, Use Class A2 financial and professional services and Use Class A3 cafe/restaurant) together with creation of roof terrace amenity space, cycle parking, access, servicing and associated works following demolition of existing building

Location Land Bounded By Great Ducie Street And Mirabel Street, Manchester, M3 1PJ

Applicant Maryland Securities Limited, C/o Agent,

Agent John Cooper, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

EXECUTIVE SUMMARY

The proposal is for two residential buildings, one 10 storeys and one part 10, part 14 storeys which would have ground floor commercial units, plus roof terrace/garden, following demolition of an existing building. There would be 7 car parking spaces; and 132 cycle parking spaces.

22 objections have been received.

Key Issues

The height, scale, massing and design of the proposal and its visual impact in the streetscene: This would be a quality development that would make a positive contribution to the streetscene.

The impact on the setting of heritage assets: No adverse impacts have been identified to any heritage assets, but there would be public benefits of the scheme. The provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 have been addressed.

Public benefits: The proposal would generate jobs during construction and in the ongoing management of the building and permanent employment in the commercial units. A local labour agreement would be included. Residents would help to increase spending within the City Centre and the commercial units would pay Business Rates

to the City Council. The existing site is in a poor state and the proposal would aid regeneration. The design, scale, massing and materiality would respond positively and integrate successfully into the surrounding environment. The development would create a safe and accessible environment with clearly defined areas and active public frontages. The proposal would make a positive contribution to the wider townscape. The proposal represents sustainable development and would deliver significant social, economic and environmental benefits.

Residential amenity: The effects on residents in terms of loss of privacy and overshadowing/loss of light have been considered given the dense nature of the City Centre. There would be some impact on nearby residents, but it would not be so harmful so as to warrant refusal.

Wind: A wind assessment has shown that the proposal would not have an adverse impact on wind effects in the local area.

Sustainability: The proposal has been developed with sustainable design and innovation as a priority, from controlling solar gain through passive measures to incorporating low and zero carbon technologies to reduce day to day emissions.

A full report is attached below for Members consideration.

Description

The site is approximately 0.12 ha and bounded by Great Ducie Street, a Grade II listed disused railway viaduct, Mirabel Street and a wholesale retail outlet and the Beaumont Building (apartments). Further north is Trinity Way which is part of the inner ring-road. Manchester College is being constructed beyond the ring road. The surrounding area also includes Manchester Arena, car parking, retail warehouses and the River Irwell. The opposite side of the River in Salford is being redeveloped.



The site is bisected by Breslyn Street which creates two distinct development areas. The site is occupied by Mirabel House which is vacant but was formerly used as offices and a 38 space car park.

There are no trees or vegetation on the site, it is not in a conservation area and contains no listed buildings. The Cathedral Conservation area is 50m to the south west of the site. The following listed buildings are nearby: the sorting Office (Grade II) on the opposite side of Mirabel Street, the North Bridge Viaduct (Grade II), the Middle Bridge viaduct (Grade II) and the Stephenson Bridge viaduct (Grade II). Further away, to the south/south-east are Victoria Station (Grade II), Chetham's School of Music (Grade I and Grade II) and Manchester Cathedral (Grade I). The site is predominantly located in Flood Zone 2.

Planning permission is sought for two buildings. A part 10, part 14 storey building on Great Ducie Street containing 84 apartments (31 x 1-bed 2 person, 26 x 2-bed 3 person, 18 x 2-bed 4 person and 9 x 3-bed 5 person apartments). There would be 345 sq. m of ground floor commercial space for A1, A2 and A3 (Building 1). There would be a 10 storey building fronting Mirabel Street with 45 apartments (9 x 1-bed studios, 27 x 2-bed 3 person and 9 x 2-bed 4 person), with 7 car parking spaces at ground level (Building 2). There would be a roof terrace amenity space on part of the 10th floor level of Building 1, cycle parking for 132 cycles, access, servicing and associated works following demolition of the existing building.



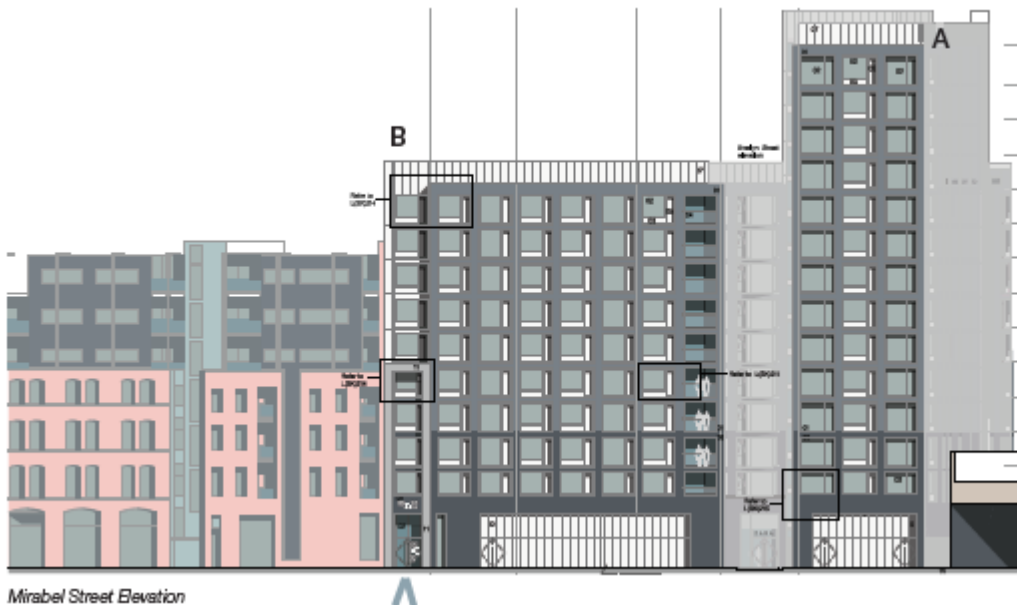
Massing Study / Aerial Perspective From The North



Massing Study / Aerial Perspective from The North West

The taller part of Building 1 would be located at the southern end of the site, adjacent to the viaduct. The building would be lower facing the Arena. The commercial space would be split into separate units of 73.5 sq. m and 71.5 sq. m. Building 2 would occupy the part of the site currently housing Mirabel House and would be 10 storeys which would match the height of the adjacent Beaumont Building.

Great Ducie Street Elevation



Building 1's residential entrance would be centrally located between the retail units. The retail units would provide an active frontage to Great Ducie Street and the larger unit would also have a glazed frontage onto Breslyn Street. Deliveries to these units would be made using the existing servicing bay on Great Ducie Street. At level 10 of Building 1, a shared roof terrace would be accessed from the communal corridor to provide residents with a shared roof garden. Security of this amenity space would be provided by a single point of access via the building core. The entrance to Building 2 would be on Mirabel Street and would be located adjacent to the Beaumont Building.

Building 1 would contain 84 cycle spaces and the cycle store would be accessed via a secure route alongside the viaduct. The 48 cycle parking spaces in Building 2 would be accessed off Breslyn Street and 7 car parking spaces would be accessed off Mirabel Street via a new priority-controlled access. The cycle stores could be accessed from the residential lobbies.

The apartments in Building 1 would be arranged around a single corridor that connects to the circulation core. There would be nine apartments per floor. The adjacent railway viaduct would restrict natural daylight to two elevations so duplex apartments are proposed on levels 01 and 02 to mitigate this. The remaining levels would rise above the viaduct so would be unaffected. The Mirabel Street building would have a centrally located lift and stair core, with five apartments on each level. All dwellings would be fully compliant with Space Standards.

The new buildings would consist primarily of a combination of smooth and textured dark blue brick and aluminium cladding panels. Brick piers would separate the anodised aluminium framed windows and some apartments would have clear glazed balconies. Building 1 would have a visible break at the bend in Breslyn Street where a deep slot would be created in the facade. This would visually separate the tower section from the lower portion of the building. Backlit, perforated metal panels at ground level along Breslyn and Mirabel Street would lighten this area and create a more activated frontage.

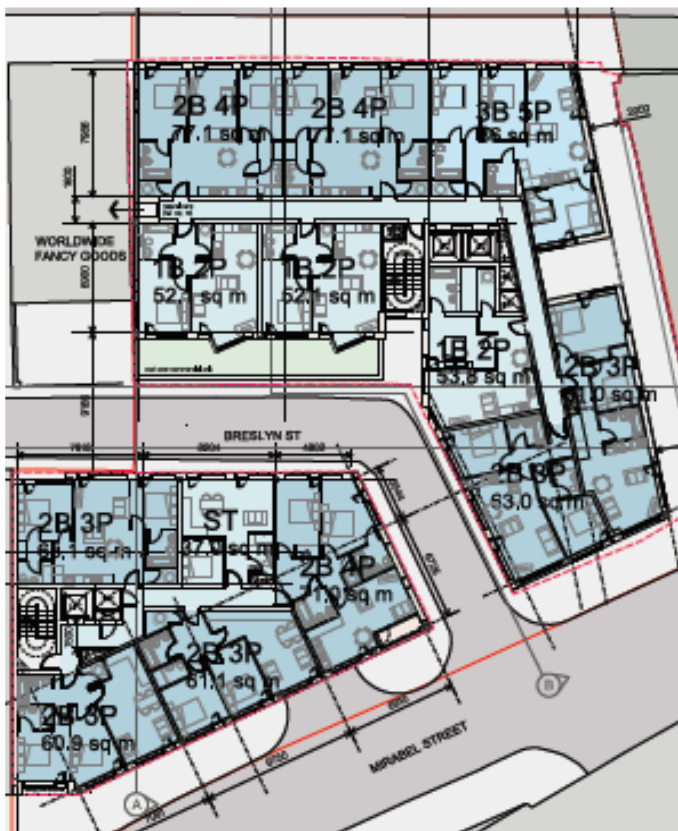


It would not be possible to plant street trees on Great Ducie Street or Breslyn Street due to constraints above and below ground, but it may be feasible on Mirabel Street, with the addition of one tree in the pavement in front of the site.

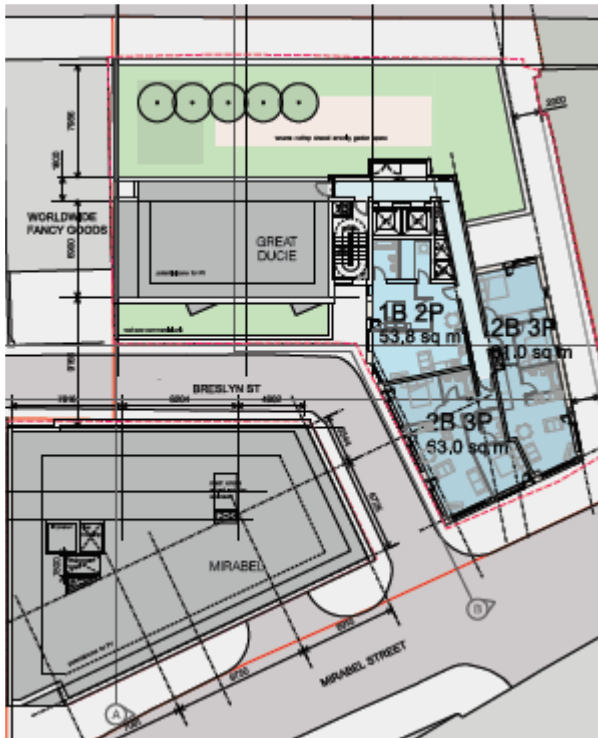
Bin stores would be located on the ground floor adjacent to the central core. All residents would have access to the store through a door in the lobby. All apartment kitchens would have general and recycled waste bins. Each resident would be responsible for collecting their own waste and taking it to the ground floor refuse store. The refuse collection vehicle would access from Mirabel Street. The

commercial units would have a bin store located on the ground floor in Building 1 accessed from Breslyn Street.

A gated alleyway would be provided between Building 1 and the adjacent railway viaduct to allow Network Rail to maintain the viaduct. The development has been designed in accordance with regulatory guidance ensuring it promotes the principles of inclusive design and would be accessible throughout. 18 apartments (13.9%) would be fully accessible and adaptable.



Typical upper floor plan



10th floor plan showing location of roof terrace



OGI image from Victoria Street of proposed scheme

Consultations

The application has been advertised in the Manchester Evening News as: a major development; affecting the setting of listed buildings; affecting a conservation area; and in the public interest. Site notices have been displayed and the occupiers of nearby properties have been notified. 21 representations were received, as well as an additional representation in response to new information that was submitted after the initial consultation period. The main issues raised are summarised below:

Design and Heritage

- The proposed layout and density is all wrong in such a small space.
- The towers will completely dwarf surrounding buildings.
- The existing buildings on Mirabel Street are historic, listed buildings made of traditional red brick and they were restored to keep their historic look and feel. This development is for high rise, grey brick buildings that are not in keeping with the immediate buildings in the vicinity. The applicant makes reference to the development being in keeping with other new builds in the area (such as Greengate), which in reality are not even visible from street level surrounding the proposed site. The present design is inappropriate.
- The layout of the proposed development will back onto Mirabel Street as the front of the development would be on Great Ducie Street. Mirabel Street will become the back of the building which will just be used for services (refuse collection) and deliveries for the commercial units. The likelihood is that it will result in bin and waste being stored on Mirabel Street, e.g. on bin collection day, which would also create safety and crime risks.
- This proposal is overly dense and does not create a sustainable development and neighbourhood.
- The development has close proximity to the grade 2 listed bridges and there must be consideration given to the risks associated to building near these.
- The Sorting Office on Mirabel Street is a Grade II listed building and this has not been considered sufficiently. It is a beautiful red brick two to three storey building with original windows. The side of the building that borders Mirabel Street will be the most impacted. The proposed plans do not compliment it at all.
- The development will stick out like a sore thumb. It will be an eyesore and is not in keeping at all with the other buildings, in height, style or materials. Tempus is tall but that is at the end of the street, out of the way, away from The Sorting Office façade and even Tempus is in red brick.
- The development is next to the Stephenson Bridge (grade II listed). The size, appearance and density does not blend into the current environment and it could diminish its character. The Beaumont Building is opposite the Sorting Office (grade II listed) with its eight storeys and similar façade aspect. The proposed buildings do not conserve the same façade aspect pattern and similar height or size proportions.
- The documents fail to address the impact on the buildings between the proposed site and the river (Sorting Office and Bay Building).

Roof terrace

- The shared roof terrace on the 10 storey block is a concern. This could result in residents congregating and directly overlooking existing residences. This will also create additional noise as residents gather outside, especially in the evening.

Commercial noise

- Manchester Arena would be a huge problem due to noise and the close proximity. I can hear and feel vibrations from the Arena at my flat and that would be massively increased for those flats next to the arena.
- The flats that would face the arena would be woken each night by the bands packing up and leaving after midnight from the entrance that is directly across the road. This can be noisy and last until 2am with large trucks loading equipment into them. If the new residents put in noise complaints and somebody decides to revoke the Manchester Arena licence for late night gigs / movement in and out of the building for vehicles after midnight, this will have a huge impact on the Manchester as a whole. We need to protect the arena as a vital tourist attraction (which has knock effects for local bars / restaurants in the area) and not create a situation where flats and residents are too close to it.

Environmental Noise

- The Noise Assessment Report states that the main railway approach to Victoria Station runs approx. 50m to the south on a raised viaduct. However, the nearest track to the proposed development is the line serving Platform 6 of Victoria Station which is approximately 25 to 30m from the proposed site. The noise report says that the separation distance between the railway and the proposed development was assessed and it was deemed that vibration levels from the railway will not be a significant issue at this location so a vibration assessment would be seen as unnecessary. Given that the only mentioned railway distances in the report are 50m and 55m, it is not clear whether the determination that a vibration assessment is unnecessary takes into account the nearest track at 25m to 30m. The Noise Assessment Report is therefore incomplete and a decision should not be made on the basis of incomplete information.

Noise and disturbance from the development

- Concerns about the possible use of the commercial units. Whilst it would be beneficial for the area to have more leisure facilities, our experience on Mirabel Street is not positive, for instance Dominos Pizza. Evenings and weekends we have issues with anti-social behaviour and particularly noise disturbance as people congregate outside (especially when there are events at the arena). Also, if the commercial unit was allowed to be a late night bar this would also cause issues for local residents.
- Building 2 would have its entrance on the border of the Beaumont Building - this will create noise with people coming in and out, particularly for people near the entrance. The entrance should be somewhere else, e.g. on Breslyn street so to be as far away as possible from existing buildings.
- The waste bins area for the 14 storey building will be too close to the main residential entry of the Bay Building/Sorting Office, which will affect negatively in terms of odours, noise and appearance. The waste collection operation will cause further noise and odours coming up in the air due its proximity to our balcony.
- The noise of deliveries to the two commercial units will impact upon the enjoyment of our apartments.

- The commercial units delivery doors will also be used for staff to smoke. This will create noise and smoke pollution.
- The development will put artificial light into adjacent buildings in the evenings, through apartment lighting, roof garden lighting, external building lighting, and commercial units lighting. There have already been problems with lighting from the existing car park on the site and some Network Rail lighting.

Security

- Mirabel Street already suffers from it being dark and slightly dangerous. Buildings overshadowing this could cause it to be a significant crime spot, especially with the bridge at the bottom end.
- The plans are comprehensive in terms of securing the planned development but there appears to be nothing in place to improve security for Mirabel Street and the wider residents.
- The crime impact statement only focuses on recommendations on improving the streetscape of Great Ducie Street. Feasible improvements to the underside of the railway viaducts would be most appreciated as these can be intimidating spaces.
- Mirabel Street residents will have to walk along the back of the new building making pedestrians more vulnerable to crime.
- The development is going to create doorways, alleyways etc that people can loiter in and not be seen by passers by walking along Mirabel Street. This could increase the likelihood of us being targeted for street robberies etc.
- The proposed buildings might create in Breslyn Street hidden spots with low visibility due its topology.
- Given the adjacent proximity of the balconies on this new building there is the potential for reduced security and unlawful access from the new building to Beaumont balconies, and vice versa. There is nothing in the design to account for the security of balconies on both sides.
- Breslyn Street should have more street lighting as it will have a higher footfall and the plans do not seem to take into account that the buildings will further darken the street at night.

Construction period concerns

- The road infrastructure around the area will not allow for a building site to be accommodated. It would create more road restrictions for residents, lack of access to businesses and gridlocked roads.
- There would be noise, dust, fumes, air pollution etc, meaning windows would not be able to be opened.
- During the construction, large lorries or delivery vehicles would not fit down Mirabel Street.
- Temporary road closures and the closing of Mirabel Street access at one end as Network Rail recently did would be a nightmare and would go on for longer.
- Where would the contractors base be and where would they store their vehicles?
- Movement of workers and vehicles will increase noise and at any given time we will be able to hear at least one vehicle's reversing alarm.

Loss of daylight/sunlight and overshadowing

- The proposed development is going to be extremely close to the existing buildings (e.g. across the road from the Sorting Office (separated by a 4m wide road), attached to the Beaumont Building (on Mirabel Street). Building such a large high rise, up to 14 storeys, is going to result in all of these properties losing daylight, sunlight and they will be overshadowed.
- Building towers of ten and fourteen storeys will completely block out natural light from the apartments at the front of the Bay Building, the front of the Sorting Office and the back of the Beaumont Building. It will also put the Ducie Street side of the Beaumont Building into shade as this is south facing.
- The East Elevation drawings are misleading in that they appear to show the Beaumont Building (along Great Ducie Street) casting a shadow onto Breslyn Street. This is incorrect. The Beaumont Building lies to the north of the proposed development with the railway viaduct to the south. As such, it would be the proposed development casting a shadow onto the Beaumont Building. It is not clear whether this drawing was done purposefully to give a misleading impression or if this was a simple mistake.
- Concerns about the restriction of daylight for residents in the Beaumont Building that look out onto Great Ducie Street. Morning sun comes from the east meaning they will be left with limited daylight and lack of morning sunlight in their apartments. The Beaumont Building will be a darker place.
- The elevation of the building adjacent to Mirabel Street is excessive and risks overshadowing the Beaumont Building. Certain balconies in the building only receive direct sunlight from a specific angle and the proposed larger elevation on Mirabel Street will now totally obstruct this.
- The Bay Building on Mirabel Street will have no light at all due to the development as they have none from the side already due to the train bridge.
- The Bay Building apartments on the second and third floors have floor to ceiling windows and a balcony opposite the proposed building site. Given the narrow distance between and the height of the proposed building, the development will block the vast majority of daylight that we are currently receiving.
- Concerns from Sorting Office residents due to the fact they already have very minimal access to natural light.

Overlooking and loss of privacy

- Due to the height of the proposal, residents in the Beaumont Building, Bay Building and Sorting Office will be directly overlooked, resulting in a loss of privacy.
- The shared roof terrace is a concern. This could result in the residents congregating and directly overlooking existing residences. This has not been considered properly.

Drainage

- Draining in the area is at breaking point as it has flooded before. Another set of flats will have a negative impact on the infrastructure of this as the drainage already cannot cope.

- The drains on both Mirabel Street and Breslyn Street occasionally get blocked and cause a flood across the street in heavy rain. The proposed development could add to the blockage of them. They should be upgraded.

State of the area

- Rubbish in the area is a major problem. There are no bins and a lack of cleaning. More people in the area will cause an increase in this and a bigger environmental problem.
- Section 106 money should be used to give back to the community for the inconvenience we will have to put up with while this is being built. The Mirabel Street bridge could do with a paint and a green area with a border could be put on the island in front of Dominos to stop people parking on it and blocking the lowered kerb for pushchair/wheel chair access.

The need for more flats

- Is there a need for more flats in Manchester city centre? There are lots of apartments in the area already and more being built across the River at Greengate. This is just pure saturation and further development is not needed in the area. Fitting so many flats in such a small space is insanity.

Extent of development site

- The proposed development makes no use of the Worldwide Fancy Goods building which is extremely dated and in need of renovation. The proposed development will leave this isolated and highly unlikely to be renovated in the future given the plot is extremely small, so will become a blight on the area.

Consultation

- No Statement of Community Involvement was included and seemingly no community consultation was undertaken. The impact on residents at the Sorting Office and Bay Building apartment blocks has been glossed over in the Design and Access Statement. There was no labelling and outlining of the Sorting Office and Bay Building in the proposed location plan.

Greenery

- The Council should push developers to include some public green space in their plans. Developers seem to be getting away with doing whatever they want in this city especially if they include a roof garden.

Maintenance

- The proposed building adjacent to the Beaumont Building does not allow access to the external wall of that elevation of the Beaumont apartment block. Should there ever be any repair work required e.g. to pointing etc, the new building would totally obstruct this due to the close proximity.

Highways considerations

- There is great concern and objection over the increased traffic down Mirabel Street given the number of proposed apartments and the amount of on-site car parking. The street is already busy with two way traffic and street parking/drop offs and the Dominos drivers. This is only going to get worse with the limited residential parking the development has to offer.
- The proposed development will severely increase congestion on Mirabel Street and Breslyn Street; both of which suffer from congestion with the current residential units particularly with any activity at the MEN arena. The car park under the Sorting Office / Tempus Tower development is not sufficient for the current residents with constant adverts for people looking for spaces to rent, meaning residents make use of the pay & display car park on Breslyn Street. Mirabel Street becomes extremely difficult to navigate when the arena is active due to parking on the street.
- The proposed development will not only remove 30 car parking spaces used by existing residents but will also add between 200-300 additional residents to the area - the majority of which will have at least one car in their household, despite stereotypes. Only a small proportion of residents work in the city centre (i.e. can walk to work) and those that do still need a car to visit clients outside of the city centre.
- Breslyn Street is not big enough to cope with the increase in traffic. It is single lane and the development will create a dangerous blind corner.
- By putting in commercial units, the delivery can only take place on Mirabel Street or Breslyn street, again causing an increase in traffic which those roads cannot cope with. Also there will be noise from vehicles which will cause a problem at night.
- Dominos Pizza was revoked a late licence due to the increase in traffic that it would cause. The area is not in a position to take more flats or people.
- Getting rid of the car parking will increase an already congested area, both during the day (for workers in the area) and also at night when concerts are on at the arena
- Once construction is complete, Mirabel Street simply cannot cope with any increase in traffic. Cars already park on the road, blocking pavements for pedestrians. This has been getting progressively worse as the surrounding car parks begin to close (and more planned to close) as other developments are going ahead.
- If the emergency services need to access the street, they would have difficulty and may not even be able to get down the road. Adding more residential developments and with insufficient parking is going to make this worse.
- The planning documents and data provided on traffic is actually misleading to this proposal. The applicants' "forecasted trip plan" in particular is not taking full consideration of all the traffic associated with the development. They only account for residents coming and going in the morning and evening (leading them to suggest the traffic impact is minimal). They have not taken into account the traffic increase by the commercial units (customers and deliveries), the increase in trips by visitors to the residents and the taxis that will be coming to and from the building to pick up / drop off residents. The planning documents suggest Mirabel St and Breslyn St are "lightly trafficked", I would disagree with this. They are narrow residential roads that

are regularly very difficult to pass because of residents parking, taxis for residents in the existing builds - this development would increase this even further.

- There are only 8 parking spaces planned in the development. The applicant claims this will not be an issue as residents will use alternative modes of transport (such as foot, public transport, car sharing and car clubs). They have no data to support that residents who move into the development will use alternative transport, so this is just speculation. Based on current residents in the existing developments, I have seen no evidence of car clubs being utilised (the nearest one in St Marys Parsonage is a 10-15 minute walk, so in reality is not suitable). What is regularly used are residents' own cars, visitors cars and private hire taxis. So an increase residents is more likely to result in more cars and taxis.
- The state of Mirabel Street (road quality) is very poor - lots of pot holes, old cobbles showing through the tarmac etc. Construction works will significantly increase road usage and make the road quality worse.
- Breslyn Street is only 1 lane wide and is a 2-way carriageway. Currently if you meet another car on this street you have to mount the kerb to get past each other. This road is not sustainable for the increase in traffic that will happen during and after construction.
- Delivery vehicles for the commercial units will also likely use Mirabel Street for deliveries. We already have issues with Dominos Pizza deliveries blocking the road, so this development will increase that activity.
- The plans appear to show that the waste bins (residential and commercial) will be stored within the development, however the bin collection areas will be on Mirabel Street. The timing of the waste collections mean that bins are often left out for long periods, e.g. from Friday morning through to Monday morning. Residents will end up having long stretches of Mirabel Street with bins blocking the pavement. This also causes anti-social behaviour, such as people urinating (or worse) around it and dumping their rubbish around it too.
- Traffic congestion during the day means supply lorries comes in the middle of the night significantly affecting the living conditions of the residents. The junction of Breslyn Street onto Great Ducie Street is not appropriate for any major traffic flow. The crossroads are extremely busy and already subject to dangerous manoeuvres. To add another flow of traffic onto this junction would be irresponsible.
- The entrance to the car park is proposed onto Breslyn Street which is dangerous given the single lane access.
- The situation is not currently sustainable. At full capacity there could be as many as 392 more residents on the street. It is dangerous already and this will be wholly unsustainable and detrimental to the area.
- It would not be welcomed if the development closed access to Mirabel Street, as Network Rail recently did. This would cause a continued impact upon the independent businesses which are located in the arches at the end of Mirabel Street.
- Do not agree with the statement within the developer's traffic report which states that the development will cause an extra 21 journeys in the morning and evening compared to the existing car park traffic. Many people will travel via taxis, or be collected by friends/colleagues in their cars, and then there will

be increased deliveries to the apartments. There will also be traffic associated with the two commercial units.

- If the developers genuinely think that people who would move in wouldn't have cars then they are deluded.
- We already have issues with residents parking on New Bridge Street from 6pm which blocks the road at times and visibility of access to and from Trinity Way. Cars also often park in front of or opposite our doors and garage doors so that our access is prohibited.
- A lack of parking will result in increased noise from the blowing of horns and pollution from idling engines that will be left running while people sit in the middle of the road waiting for a space to pull in.
- On New Bridge Street up to the River Irwell, MCC Traffic Wardens won't enforce parking as they think it is belong to Salford Council and vice versa.

Statutory consultations

Highway Services

The traffic impacts on the surrounding highway are expected to be minimal and would be accommodated within the existing highway network. The applicant should liaise with nearby car park operators regarding leasing spaces for residents as required. The on-site provision includes 3 bays for disabled people. The applicant should introduce at least 1 fast charging electric vehicle point. New TROs should be funded by the applicant and delivered as part of a S278 agreement. Prior to occupation the applicant should develop a Full Travel Plan to encourage sustainable modes of travel. No doors would open outward over the adopted highway. The loading bay on Great Ducie Street is acceptable for servicing. A Construction Management Plan should be provided prior to any construction works beginning.

Environmental Health

Recommended that conditions relating to delivery and servicing hours, fume extraction, operational hours for the commercial uses, acoustic insulation of the building, the residential accommodation and external plant, a construction management plan, air quality, waste management and contaminated land should be applied to any approval granted.

Neighbourhood Team Leader (Arboriculture)

No representations received

MCC Flood Risk Management

The site is in Flood Zone 2 and the Environment Agency should provide comment on the proposed finished floor levels and access and egress from the site. The finished floor level should be set 600mm above the 1% AEP plus 35% climate change increase risk level or above the 1% AEP plus 70% climate change increase risk level whichever is the greatest. Adequate ingress and egress routes need to be proposed. Providing these issues are settled with the Environment Agency, 2 conditions are recommended relating to the submission of a surface water drainage

scheme and its maintenance that is in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards.

City Centre Regeneration

No representations received.

Sustainable Travel

This is a highly sustainable site. The cycle spaces should be retained for the lifetime of the development; this should be included in the travel plan or secured by condition. The travel plan should be clear that the targets and actions will need to be agreed by (not just 'set through consultation with') MCC. They need to sharpen up the targets, actions, monitoring and review.

Greater Manchester Police

Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added, if the application is to be approved.

United Utilities Water PLC

The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Conditions are suggested to deal with this, as well as the management and maintenance of the drainage system.

Environment Agency

No objection, but previous uses present a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposal is located on a principal aquifer and approximately 35m to the River Irwell. The Phase 1 Desk Top Study demonstrates that it will be possible to manage this risk. Further detailed information will be required before built development is undertaken and conditions are recommended.

Transport For Greater Manchester

No objections

Greater Manchester Archaeological Advisory Service

An archaeological desk based assessment concludes that the archaeological interest is probably of at least local significance, especially the mid-19th century single depth housing that fronted Breslyn Street. The proposal would have a major impact upon the survival and significance of any archaeological remains. The DBA recommends a scheme of targeted evaluation trenching to assess if any remains relating to the mid-19th century housing survive. Should remains survive there may be a need for a

'strip, map and record' or 'open area' excavation. GMAAS accepts the DBA's recommendations and a condition is recommended.

Greater Manchester Ecology Unit

An Ecology Survey Report found the site to have negligible ecological interest, being largely hard standing and a building. They consider that there are known bat roosts very close by but as no evidence of roosting bats was found on the building, agree with the assessment that the building itself has negligible potential to support bats. Overall therefore there should be no ecological issues associated with the proposal. Would expect the scheme to include measures to enhance biodiversity, in line with the requirements of the NPPF and recommend a condition.

Network Rail

Network Rail is the freehold owner of the viaduct and bridges directly to the south of the site.

The sunlight report has not considered any commercial premises which is a concern as the arches on Mirabel Street are let to tenants and the proposal would potentially affect the amount of daylight reaching Mirabel Street at certain times of the day. During and after construction access should be available for Network Rail to survey and maintain the viaduct. The viaduct does not facilitate the operational railway but the arches are let to tenants. Consideration needs to be given to how the construction and demolition will affect the running of the tenants business and what measures will need to be put in place to stop their businesses being adversely affected.

Network Rail requests that the developer ensures there is a minimum 3m* gap between the proposal and the Network Rail viaduct to allow for all construction works on site and any future maintenance to be carried out wholly within the applicant's own land ownership. Also for the following reasons:-

- To ensure that the applicant does not construct their proposal so that any foundations impacts on Network Rail structures.
- To provide maintenance access to the viaduct structure
- There are no Party Wall issues for which the applicant would be liable for all costs.
- Due to potential effects of increased windage and gusting caused by the erection of such a tall building, this shall be calculated against all elements of Network Rail infrastructure i.e. OLE gantries, parapets/refuges and ancillary structures.

Soakaways as a means of storm/surface water disposal must not be constructed near/within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land and cause flooding, water and soil run off onto lineside safety critical equipment or de-stabilisation of land through water saturation. Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property. Suitable foul

drainage must be provided separate from Network Rail's existing drainage. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.

Details of Vibro-compaction machinery / piling machinery or piling and ground treatment works to be submitted to the Network Rail Asset Protection Engineer. Network Rail will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling. The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and hence the need for Network Rail to review the piling details / method statement. Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

Foundation type and installation method to be agreed with Network Rail. Any adverse effects on the existing foundations of the adjacent viaduct shall not be accepted. An appropriate monitoring regime is to be adopted throughout all execution stages. All excavations /earthworks carried out in the vicinity of Network Rail property/structures must be designed and executed such that no interference with the integrity of that viaduct structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Asset Protection Engineer and the works shall only be carried out in accordance with the approved details.

Prior to commencement Network Rail will need to be in receipt of a signed Basic Asset Protection Agreement (BAPA) in place. This is to cover costs of reviews of Risk Assessment and Method Statement (RAMS) and any associated on-site supervision by Network Rail. RAMS to be accepted by Network Rail prior to commencement of works on site. Construction phase clearances and working practices are to be agreed with Network Rail.

The requirements of CPA Tower Crane guidance will apply due to the railway being within the collapse radius of the tower crane. As part of the process a Network Rail Project Engineer will review the temporary works certificate and associated calculations. If there is a requirement for a tower crane to oversail Network Rail land discussions will be required to assess the feasibility of an oversailing agreement. Requirements for Mobile Cranes Alongside Railways Controlled by Network Rail - CPA Guidance will also apply where a mobile crane is being utilised for tower crane erection.

There shall be no opening windows, terraces or balconies facing the railway, or at a position such that missiles/objects can be thrown onto the railway.

Network Rail request that no trees are planted immediately adjacent to the boundary with their land and the operational railway. If trees are adjacent to the boundary, guidance is provided on suitable species.

Trees can be blown over in high winds resulting in damage to Network Rail's boundary treatments / fencing and lineside equipment (e.g. telecoms cabinets, signals) which has both safety and performance issues. Trees toppling over can also destabilise soil on Network Rail land and the applicant's land which could result in landslides or slippage of soil onto the operational railway. Deciduous trees shed their leaves which fall onto the rail track, any passing train therefore loses its grip on the rails due to leaf fall adhering to the rails, and there are issues with trains being unable to break correctly for signals set at danger. Network Rail request that only evergreen shrubs are planted and that they should be planted a minimum distance from the Network Rail boundary that is equal to their expected mature growth height. Acceptable trees as provided should be added to any tree planting conditions:

A BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs /presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

Discussion of the scheme in more detail will need to be undertaken to ensure that the operational railway is protected both during construction works and as a permanent arrangement.

*The 3m distance requirement between the proposed building and the viaduct was later reduced to 2m and details of the gates to be installed at either end of the alleyway (in terms of their design and fixing locations) was asked to be conditioned.

Manchester Historic Buildings and Conservation Areas Panel

The proposal should aim to maintain the existing intriguing character of Mirabel Street and not prevent the potential for the railway related re-use of the adjacent disused railway viaduct. The design would not make a positive contribution to the appearance of the area including the settings of listed buildings. It should be no higher than the adjacent Beaumont Building (as originally built). The proposal relies on exemplars which succeed as they are regularly shaped buildings with a very ordered and regular size of structural openings. The proposal is unable to achieve this regularity due to the shape of the site and fails to maintain the size, proportion and rhythm of openings. The use of aluminium detailing would undermine rather than achieve the required design quality and the use of a dark blue brick would look too heavy and dark for this location. The small elements of textured brickwork at ground floor would be inadequate to carry the quality and consistency of design down to the street. The shopfronts should be a coordinated part of the design and not be left to individual future tenants.

ISSUES

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an environmental role (paragraphs 7 & 8).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraphs 11 and 12 state that:

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

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF.

Local Planning Policy

Local Development Framework

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

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

SO1. Spatial Principles – This site is highly accessible, close to good public transport links, and would thereby reduce the need to travel by private car.

SO2. Economy - The proposal would provide jobs during construction and permanent employment in the commercial units once operational. The new residential population would support business and leisure functions of the city centre and the region.

SO5. Transport – The highly accessible location would reduce the need to travel by private car and make the most effective use of public transport.

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

Policy SP1 Spatial Principles – The development would provide residential apartments in a central location. It would be close to sustainable transport provision and contribute to the creation of a neighbourhood where people choose to be. It would enhance the built and natural environment and create a well-designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC1 Primary Economic Development Focus: City Centre and Fringe - The City Centre is a strategic economic location and the focus of employment growth. It is also suitable for the consideration of high density buildings.

CC3 Housing - The City Centre will see the most intensive development of housing in the City. The Council will encourage accommodation of a high standard which is large enough to suit a range of occupants, in terms of the number of rooms and their size. The proposal would be consistent with this policy.

Policy CC5 Transport – The proposal would help to improve air quality, being accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development – The proposal would be a high density development and use the site efficiently.

Policy CC7 Mixed Use Development – This mixed-use development would use the site efficiently. Active ground floor uses are appropriate in this location.

Policy CC8 Change and Renewal - The proposal would create employment and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage – The design would be appropriate to the City Centre context. It would not have an adverse impact on any nearby heritage assets.

Policy CC10 A Place for Everyone – The development would be highly accessible.

Policy T1 Sustainable Transport – The proposal would encourage a modal shift to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment.

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

Policy H1 Overall Housing Provision – The proposal is a high density development on a previously developed site in a highly sustainable location. A range of accommodation would be provided and the larger apartments would be particularly attractive to families.

Policy H2 Strategic Housing Location – The proposal would develop a site on the Northern edge of the City Centre. It would add to the supply of good quality residential accommodation in a highly sustainable location.

Policy H8 Affordable Housing – Affordable housing contributions will be considered on sites of 0.3 hectares or for developments with 15 units or more. The development would not provide on-site affordable housing but a financial contribution would be provided for off-site provision.

Policy EN1 Design Principles and Strategic Character Areas - The design would enhance the character of the area and the image of the City. It would respond positively at street level and would improve permeability.

Policy EN2 Tall Buildings – The high quality design would contribute positively to sustainability and place making and bring significant regeneration benefits.

Policy EN3 Heritage - The existing building has a negative impact. The proposal would enhance the site and not have an adverse impact on any nearby heritage assets.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN5 Strategic areas for low and zero carbon decentralised energy infrastructure - The regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN8 Adaptation to Climate Change – The energy statement sets out how the building has been designed to be adaptable to climate change.

Policy EN9 Green Infrastructure – The development includes a roof terrace amenity space at Level 10 of Building 1. Rooftop planting in this area will be encouraged.

Policy EN14 Flood Risk – The site is in Flood Zone 2 but the development incorporates measures to mitigate this and surface water run-off would be minimised.

EN15 Biodiversity and Geological Conservation – The development would provide ecological enhancement for different species such as breeding birds and roosting bats.

Policy EN16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars, minimising emissions and traffic generation.

Policy EN17 Water Quality - The proposal would not have an adverse impact on water quality. Surface water run-off and groundwater contamination would be minimised.

Policy EN18 Contaminated Land and Ground Stability - A desk study identifies possible risks arising from ground contamination which would be investigated and treated where necessary.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy and is accompanied by a Waste Management Strategy.

PA1 Developer Contributions - States that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

Policy DM1 - Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

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

The application is considered in detail in relation to the above issues.

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

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved.

E3.3 - The proposal would provide a high quality building along Great Ducie Street and would be visible from the City's inner ring road and would enhance the appearance of these routes.

DC7 New Housing Developments – The proposal represents a high quality accessible development.

DC18.1 Conservation Areas – The proposal would have a neutral impact on views into and out of the Cathedral Conservation Area.

DC19.1 Listed Buildings – The proposal would not have an adverse impact on any nearby heritage assets.

DC20 Archaeology – An archaeological desk based assessment has been carried out and concludes that further work may be needed but this would be decided following further investigations.

DC26 Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

The proposal is considered to be consistent with saved UDP policies E3.3, DC7 DC18.1, DC19.1, DC20 and DC26 for the reasons set out below.

Policy analysis

NPPF Section 6 (Building a Strong, Competitive Economy) and Core Strategy policies SP1 (Spatial Principles), EC3 (The Regional Centre), CC3 (Housing), CC7 (Mixed Use Development) and CC8 (Change and Renewal) – The City Centre will see the most intensive development of housing in the City. The proposal would provide a range of accommodation sizes. It would create jobs during the construction and operational phases. The development would use the site efficiently, redevelop brownfield land, enhance the sense of place, provide residents and employees with access to a range of transport modes and reduce opportunities for crime. It would be highly sustainable and would maximise use of public transport. It would enhance the built environment, create a well-designed place that enhances and creates character and reduces the need to travel. It would contribute to the local economy and support local facilities and services.

NPPF Section 7 (Ensuring the Vitality of Town Centres) and Core Strategy policies SP1 (Spatial Principles) and CC2 (Retail) - The City Centre is the focus of economic and commercial development, leisure and cultural activity and living. The proposal would attract a diverse labour market, increase activity, support business and leisure functions and promote economic growth.

NPPF Section 9 (Promoting Sustainable Transport) and Core Strategy policies CC5 (Transport), T1 (Sustainable Transport) and T2 (Accessible Areas of Opportunity and Need) - The highly sustainable location would give people choices about how they travel and contribute to sustainability and health objectives. The area is within walking distance of major train stations, Metrolink stops and Metroshuttle routes. A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths for employment, business and leisure activities. The proposal would help to connect the future residents to jobs.

NPPF Sections 12 (Achieving Well Designed Places) and 16 (Conserving and Enhancing the Historic Environment), Core Strategy policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The design has been considered carefully and has been subject to consultation with relevant stakeholders. It would maximise the use of land and would be appropriate to its context. The building could be considered to be tall within its local context. The location is appropriate, would contribute to place making and would bring significant regeneration benefits. The design would respond positively at street level and this is discussed in more detail below.

The Heritage Statement identifies 5 key views and assesses the development's impact on these as well as the impact on individual listed buildings. The site is near to the Cathedral Conservation Area and there are a number of listed buildings nearby that would be seen in the context of the proposal. It is considered that the proposal would have a neutral impact on all heritage assets. This is considered in more detail later in the report.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management) - An Environmental Standards Statement demonstrates that the proposal would be energy efficient and include sustainable technologies at conception, feasibility, design and build stages and in operation. It would follow the principles of the Energy Hierarchy to reduce CO2 emissions. An Energy Statement sets out how the proposals would meet target framework requirements for CO2 reduction from low or zero carbon energy supplies.

The site is located within Flood Zone 2. Appropriate mitigation is proposed and a Flood Risk Assessment and Drainage Strategy addresses surface water runoff and drainage. The drainage strategy would manage surface water runoff to ensure that the peak rate and volume would be no greater than pre-development and accord with local planning policies.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy policies EN9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), Policy EN17 (Water Quality), EN18 (Contaminated Land and Ground Stability) and EN19 (Waste) - There would be no adverse impacts from risk of pollution from ground conditions, air and water quality, noise, vibration, waste and biodiversity. Surface water run-off and ground water contamination would be minimised.

There is no evidence about the presence of any protected species on the site or nearby that would be affected. There would be no adverse effect on any statutory or non-statutory designated sites. The development would include an amenity space roof terrace where planting would be encouraged. Ecological enhancements at the site are proposed.

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

NPPF Section 8 (Promoting Healthy Communities) - The creation of active frontages would help to integrate the site into the locality and increase natural surveillance.

Core Strategy Policies CC7 (Mixed Use Development) and CC10 (A Place for Everyone) – The proposal would be an efficient, high-density, mixed-use development in a sustainable location. As the City's economy continues to grow, investment is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide high quality homes in a mixed-use building. The construction would support the economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. Residents could use local shops, restaurants and bars.

Saved UDP Policy DC20 (Archaeology) – An archaeological desk based assessment has been carried out and concludes that further work may be needed but this would be decided following further investigations.

Other Relevant City Council Documents

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

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

Through its objective of being a progressive and equitable city, from a development and regeneration point of view, this not only means creating and enabling jobs and growth, it also demands a smart and thoughtful approach to how development is executed. This should ensure that residents living in nearby areas and circumstances of disadvantage are connected to employment, skills and training opportunities, and given the support and empowerment necessary to make the most of them.

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery

of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

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

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

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

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

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

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - The SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. The document also seeks appropriate quality of public realm, facilities for pedestrians and cyclists, appropriate waste management measures and environmental sustainability.

Manchester Residential Quality Guidance (2016) - The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high quality residential neighbourhoods and a place

for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

The Greater Manchester Strategy (2017) ("Our People, Our Place") – This was produced by the Greater Manchester Combined Authority (GMCA) and replaces the former "Stronger Together: Greater Manchester Strategy" published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:

- "A place where all children are given the best start in life and young people grow up inspired to exceed expectations.
- A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you'll get it.
- A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.
- A place where people live healthy lives and older people are valued.
- A place at the forefront of action on climate change with clean air and a flourishing natural environment.
- A place where all voices are heard and where, working together, we can shape our future."

Delivery of two new residential apartment blocks and associated commercial space would create a substantial amount of employment opportunities that range from contributing to the supply chain indirectly in addition to direct job creation through construction and employment in the new commercial space. The development would contribute directly to creating an environment that attracts investment into local and regional centres within Greater Manchester and in Manchester, which is seen as the heart of the region.

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

Stronger Together: Greater Manchester Strategy 2016-2025 - This is the sustainable community strategy for the Greater Manchester City Region. The Manchester Strategy 2016-25 also identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region and a high quality of life. All its residents are able to contribute to and benefit from sustained prosperity. The proposal would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Joint Health & Wellbeing Strategy (2016) - is the city's overarching plan for reducing health inequalities and improving health outcomes for Manchester residents. It sets out a ten year vision for health and wellbeing and the strategic priorities which have been identified to support this vision. The vision is that in ten years the people of Manchester will be living longer, be healthier and have more fulfilled lives with a genuine shift in the focus of services towards prevention of problems, intervening early to prevent existing problems getting worse and transforming the city's community based care system by integrating health and social care.

Manchester's Great Outdoors (A green and blue infrastructure strategy and action plan for Manchester) - Highlights that Manchester needs to demonstrate that it can be both a green city and a growing city. It emphasises a need to focus on Open Spaces, Linkages and Networks of "urban green".

Former Boddingtons Brewery Site Strategic Regeneration Framework (SRF) (2015)

The SRF was adopted by the City Council's Executive Committee in November 2015. The documents purpose is to provide a framework to guide future investment in the area which it envisages will be through the delivery of a mix of commercial and residential uses. The application site is immediately to the south-west of the area identified within the SRF.

The SRF recognises that the complexities which arise from the topography of the Brewery site mean that development across the SRF area will need to be delivered in a series of 'manageable' phases with the first phases that will be brought forward acting as a catalyst for the future phases of development.

The SRF envisages that the early phases will include residential blocks together with workspace, retail and leisure uses in order to deliver some of the key place making measures such as public realm and pedestrian linkages. The SRF also envisaged that a multi-storey car park would be delivered as part of the early phase.

The SRF places a strong emphasis on development at the site being of mixed use in nature in order to create a distinctive place and neighbourhood which is part of ensuring the vitality of the area. To that end, the SRF seeks to ensure that there is a 50% split between commercial and residential uses within the area.

Another key component of the SRF is the need to ensure the residential accommodation is attractive and sustainable in the long term, providing a range of accommodation types suitable to single people, couples and families. In addition, the SRF proposes activated streets and new public realm.

Great Ducie Street Strategic Regeneration Framework (SRF) (2018)

The Great Ducie Street SRF area extends northwards from Manchester's Inner Ring Road adjacent to the Manchester Arena. It wraps around the former Boddingtons Brewery SRF. Traditionally, the area has been a focal point for textiles businesses, wholesalers and distributors; however, today the quality and quantum of the business base in the area has significantly reduced. The consequential lack of investment has resulted in a poor quality local environment.

The site's location immediately at the edge of Manchester City Centre adjacent to Victoria Station and the Manchester Arena, positions the SRF area as an outstanding opportunity to further support the positive growth trajectory of Manchester that has been established in recent years. This growth is critical to Manchester's strategic objectives – for example supporting regeneration, inclusive economic growth and enhanced productivity, as well as neighbourhoods of choice where communities can thrive.

As available land within the traditional city centre is filled, a significant amount of recent growth and neighbourhood regeneration has been taking place within adjoining areas. The SRF area is an important opportunity in this regard, underpinned by the fact that it shares many of the city centre's locational advantages in terms of employment opportunities, accessibility to the local, regional and national network of public transport and the lifestyle attraction of the city centre's leisure and cultural uses.

Despite the area's existing condition, it has huge potential from a place-making point of view. The River Irwell presents a major opportunity to provide a highly attractive riverside setting to new development and a focal point for connections through the framework area and back to the city centre. There is also a significant opportunity to facilitate greater synergies between existing businesses in the framework area, including the increasingly innovative businesses within the traditional textiles and wholesaler sectors, and, emerging businesses that will look to locate in the area. It is considered that the framework area has the potential to be attractive to creative and digital companies of varying sizes looking for a different working environment. Being able to encourage collaboration between these industries would be mutually beneficial.

The vision is to develop a strong sense of place and community, which reflects the principles of the adjoining Boddingtons SRF area, and to deliver residential accommodation balanced by non-residential uses. The vision also sets out that development should significantly increase the density within this area to something that is commensurate to the scale of development within the city centre.

Conservation Area Declarations

Cathedral Conservation Area

The Grade I listed Manchester Cathedral and the part Grade I, part Grade II listed Chetham's Hospital school form the focal point of the Conservation Area. The area was designated as a Conservation Area in April 1972 in order to preserve and enhance the quality of the setting of these buildings.

To the south and east of these two buildings is the confined solemnity of the Cathedral Yard, and they are effectively separated from the rest of the city centre by a partial ring of Victorian Commercial buildings, including the impressive Corn and Produce Exchange (Grade II listed). These all cluster around the medieval street pattern and are bounded on the outside by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach.

To the north and west the Cathedral overlooks the broad width of the busy Victoria Street and the deep cut of the River Irwell, both of which traverse the area, and beyond, into Salford, to the extensive cobbled forecourt of the disused Exchange Station which forms the western boundary of the area.

The Corn Exchange also lies within the Area boundaries. The existing building, designed by architects Ball and Else, is noted for its glass and steel roofed internal market hall.

For some years, consideration has been given to improving and enhancing the setting of the Cathedral and Chetham's School and to retaining the essential Victorian character of the remainder of the area. The intention is to restrict traffic movement through the area and to establish a series of landscaped pedestrian walkways.

Legislative requirements

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

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area, the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

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

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

Environmental Impact Assessment - The proposal has been subject to a screening opinion and this concluded that an Environmental Impact Assessment is not required for this proposal.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the region's primary economic driver and crucial to its longer term economic success. There is an important link between economic growth and regeneration and more homes are required to deliver growth. The economic recovery plan requires investment and more homes are required as part of this.

Manchester's population has increased by around 20% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase significantly by 2030, and this, together with trends and changes in household formation, requires more housing. Around 3,000 homes are required per annum and the proposal would contribute to this. Providing the right quality and diversity of homes for the increasing population will be critical to re-establishing growth as part of the City's economic recovery.

These homes would be consistent with growth priorities and would meet the objectives of policies H1 and H3 of the Core Strategy. They would deliver growth in a well-connected location. The proposal would regenerate a previously developed brownfield site which in turn would act as a catalyst for future regeneration.

The ground floor commercial space would activate the street and provide life throughout the day and evening. The development would deliver significant economic and social benefits, including construction jobs and employment associated with the operation of the buildings and the commercial units. A local labour agreement would be a condition to allow discussions with the applicant to fully realise the benefits of this proposal.

The existing site is of poor quality. The development would be consistent with the regeneration aspirations for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, H3, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes

that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

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

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

The application proposes 129 homes predominantly for open market sale. The delivery of homes and the continued regeneration of the City Centre is a key priority for the Council. The proposal would develop a brownfield site that currently makes little contribution to the area and create active street frontages.

It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

A viability report, which has been made publicly available through the Council's public access system, has been submitted for consideration. This has been independently assessed on behalf of the Council. It has been accepted that a payment in lieu of on-site affordable housing in the sum of £615,000 is a viable position.

A benchmark land value of £850,000 is within the expected range based on comparable evidence. The Gross Development Value would be £33,929,369 which would give a profit of £17.5% on GDV.

The contribution would be secured via a legal agreement. The viability would also be subject to review at an agreed date in the future to determine any future uplift in market conditions which may mean an additional financial contribution would need to be paid.

Tall Buildings Assessment

One of the main issues is whether this is an appropriate site for a building of this scale. The proposal has been assessed against City Council policies on tall buildings (including policy EN2 Tall Buildings), the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE in July 2007, as updated by the Historic England Advice Note 4 publication in 2015.



Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. It identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the asset's importance, sufficient to understand the potential impact of the proposals on their significance. In determining applications, the following considerations should be taken into account: - The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; The desirability of new development making a positive contribution to local character and distinctiveness; and, Opportunities to draw on the contribution made by the historic environment to the character of a place.

The focus of the Government's planning policy guidance is to ensure that the desirability of sustaining and enhancing the significance of heritage assets is taken into account and that they are put to viable use, consistent with their conservation (NPPF paragraph 185). Development within or adjacent to heritage assets could have some impact on their fabric or setting, and this could be either beneficial or harmful. The fundamental design objective is to ensure that the impact on heritage assets is demonstrably beneficial, minimising any negative impact on significance. Consequently, development must be justified by clear and convincing evidence of the impact. Paragraph 193 of the NPPF advises local planning authorities that "When considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (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". Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal.

A Heritage Assessment has assessed the historic environment and the visual impact of the proposal on the identified heritage assets. In determining whether works to a listed building constitute substantial harm, an important consideration would be whether the adverse impact seriously affects a key element of its special architectural or historic interest. The site is near to the Cathedral Conservation Area and a number of listed buildings. The Grade II listed Sorting Office on the opposite side of Mirabel Street, the Grade II listed North Bridge railway viaduct, the Grade II listed Middle Bridge (railway viaduct) and the Grade II listed Stephenson Bridge (railway viaduct) are all within close proximity to the site. Further away, to the south/south-east are the Grade II listed Victoria Station, the Grade I and Grade II listed buildings of Chetham's School and the Grade I listed Manchester Cathedral.

The impact of the development on each of these listed buildings is assessed below.

Manchester Sorting Office (1894) - Grade II listed

The building dates from 1894 and was altered in the late 20th Century. It has been converted into apartments as part of the Tempus scheme which includes a 19 storey tower. The buildings lie to the west of the site being located between the River Irwell and Mirabel Street. Although the proposal would be seen within views of the former post office from Trinity Way, it would be sited to the rear of the former Royal Mail buildings and form part of the backdrop to it. The Tempus tower would continue to be the tallest building on the northern bank of the Irwell. On the southern (Salford) bank of the River, a high rise mixed use neighbourhood is under construction (Greengate) and views looking towards the post office would be restricted by new development. Due to the proximity of Greengate and Tempus to the former post office buildings, it is considered that the impact of the proposal would be neutral.

The listed railway bridges – all Grade II listed

The three listed railway bridges, North Bridge (1893), Middle Bridge (1865/1890) and Stephenson Bridge (1844/1884) crossing Victoria Street are largely constructed from masonry and cast iron and form a strong visual group. When constructed, all the bridges and the new railway track cut through existing urban areas. The bridges were designed and engineered to be read as part of a busy industrial City, not as prominent features in their own right surrounded by cleared land. This, together with the fact that the proposal would not obscure the principle views of the bridges along Victoria Street, nor obscure the decorative details identified in the Viaduct listings, ensures that the proposal would have a neutral impact on their setting.

Victoria Station (1844/1909) - Grade II listed

No key viewpoints placed Victoria Station within the same view as the application site as the Manchester Arena has been developed within its curtilage. The construction of the Arena building forms a visual barrier and disconnect between the application site and the listed building. Since views of the listed Station are not affected by the new view of the new buildings, this ensures that the proposals would have a neutral impact on the setting of the listed Station.

Chetham's School and Library

Parts of Chetham's School and Library date back to 1422, when it was originally established as the college of the Collegiate Parish Church of Manchester. The present school was founded in 1656 and is constructed of red sandstone, grey gritstone dressings and stone slate roofs, and consists of a series of blocks around a large rectangular courtyard. The historic buildings are of very high archaeological, architectural and historical significance. They include: Chetham's Hospital (1883/1895) Grade II listed; relocated parts of Hydes Cross (1653/1913) Grade II listed; Chetham's Former Schoolroom (1878) Grade II listed; and the SE Wing of Chetham's Hospital (1869-70) Grade II listed.

There are no view points that place the proposal in the same view as Chetham's Hospital, Hydes Cross, the former Schoolroom or the south east wing of Chetham's School. It is considered that the application proposal would have a neutral impact on the setting of these listed buildings.

Cathedral Church of St Mary (c1422/1520) - Grade I listed

The railway viaducts in combination with Chetham's School would limit potential views of the proposal in the setting of the Cathedral. Even where the upper floors of the new buildings might be visible when looking towards the Cathedral from Trinity Way, they would be viewed in the context of other tall buildings such as Greengate One and Tempus. As a result, the scheme's effect on the setting of the Cathedral would be diluted by existing buildings and future development within the Greengate area, thereby ensuring that any impact on this heritage asset would be neutral.

View into and out of the Cathedral Conservation Area

The conservation area was designated in 1972 to enhance and preserve the quality of the setting of the Cathedral and Chetham's School and Library; to retain the Victorian Character of the area; and, to continue to restrict traffic movements in the area, thereby improving pedestrian access and the conservation area's setting. The setting of the Grade I listed Manchester Cathedral is largely enclosed, characterised by wide open paths and select areas of greenery and semi-mature trees. The landscaped, open setting of the Cathedral makes a positive contribution to the way in which it is experienced, allowing for the Grade I listed building to be the main focal point of the Cathedral Conservation Area. As well as assessing the impact of the proposal on individual listed buildings, the submitted Heritage Assessment assesses the baseline position of the site's location from 5 key views (Views A to E), including views looking into and out of the Cathedral Conservation Area. The same 5 views are also assessed with the proposed buildings in place. A plan showing the location of the views is shown below:



Despite the site's proximity to the conservation area, the listed viaducts create physical separation and act as a visual barrier. When viewed from Victoria Street within the conservation area, even the existing taller buildings beyond the listed viaducts including Greengate One, Exchange Court and Tempus do not impact on the views looking out of the conservation area although they are a presence on the skyline and would provide a taller backdrop than the proposal. As a result the proposal would have a neutral impact on views looking out of the conservation area and would be regarded as an addition to the established taller buildings which lie just beyond the conservation area.



Figure 18: View C – Existing. From the left are Greengate One, with Tempus to the rear of the Viaduct and the Manchester Arena to the right.



Figure 19: View C – Proposed. From the left are Greengate One, with Tempus to the rear of the Viaduct and the Manchester Arena to the right.

The views of the conservation area from the application site are limited by the listed viaducts and it is concluded that the proposal would have a neutral impact on views looking into the conservation area. A view from the eastern pavement on Bury New Road confirms that views of the conservation area are restricted by the viaducts. The proposal would be next to the viaduct and would form a natural progression of the built form on this side of the A56 as it approaches the conservation area which is only revealed once the viaducts have been cleared.



Figure 20: View A – Existing. From the left are Manchester Arena, the Litcraft building to the right and to the far right Tempus.



Figure 21: View A – Proposed. From the left are Manchester Arena, the Litecraft building to the right and to the far right Tempus.

A view from the western end of the bridge on the north side of New Bridge Street shows that views of the conservation area are restricted by the post office building in the foreground. The development would be positioned to the rear of this and would not impact on the conservation area.



Figure 22: View B – Existing. From the left are Tempus, with the former Post Office in the foreground. The CIS building is in the middle distance.



Figure 23: View B – Proposed. From the left are Tempus, with the former Post Office in the foreground. The CIS building is in the middle distance.

A view from the footway on the north side of Trinity Way shows that the conservation area is distant with the dominant townscape elements being the taller recent developments including Tempus and Greengate One.



Figure 24: View D – Existing. From the left are Tempus and to the right Greengate One.



Figure 25: View D – Proposed. From the left are Tempus and to the right Greengate One.

A view from the Gorton Street Pay and Display Car Park is restricted by the viaduct.



Figure 26: View E - Existing: View across the Gorton Street Pay and Display Car Park. To the left is Tempus and to the right the continuation of the viaduct.



Figure 27: View E – Proposed: View across the Gorton Street Pay and Display Car Park. To the left is Tempus and to the right the continuation of the viaduct.

Core Strategy policy EN2 ‘Tall Buildings’ states that suitable locations will include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. Tall buildings are encouraged outside of conservations areas but does not preclude this type of development subject to meeting other policy considerations. These buildings would not be in a conservation area and would be well served by public transport. It would aid regeneration by redeveloping an under-used, unattractive brownfield site with a high quality development that would enhance visual amenity within the area and have a neutral impact on nearby heritage assets including listed buildings and the Cathedral Conservation Area. The scale would respond to the site’s context but would be taller than others in the immediate area.

Public benefits

Despite there being no instances of adverse impact to heritage assets, the proposal would bring many public benefits in the form of generating jobs during construction and in ongoing management with permanent employment in the commercial units. The applicant would work with the City Council’s Work and Skills Team to ensure that employment opportunities are made available to Manchester residents. Residents of the development would help to increase spending within the City Centre and the commercial units would pay Business Rates to the City Council. The existing site is in a poor state and does not respond positively to the surrounding context. The proposed would help to revitalise this important gateway plot, aiding regeneration. The design, scale, massing and materiality would respond positively and integrate successfully into the surrounding environment. The development would create a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life. The proposal would introduce high-quality, distinctive buildings of an urban scale and would therefore make a positive contribution to the

wider townscape. The proposal represents sustainable development and would deliver significant social, economic and environmental benefits.

Architectural Quality

The key factors to evaluate are the building's scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The design complements the existing and emerging context. It would provide two high quality buildings and create a landmark at a prominent location on the northern edge of the City Centre. The design and materials would relate to the surrounding context and be sustainable, cost effective and durable. The modern design responds to the surrounding historic buildings. The proposal would be a contemporary addition to the skyline and create modern residential accommodation on a key site. The architecture aims to strengthen the heritage setting and within its surroundings.

The proposed materials seek to respond to surrounding heritage assets in a modern contemporary way. A condition relating to the submission of full specifications and samples of all materials to be used for the external envelope of the building is included on the approval.

Sustainable Design and Construction

The submitted Energy and Environmental Standards Statement (ESS) confirms the sustainability credentials of the proposal. The development would comply with the Lean, Clean and Green principle and be compliant with policies EN4, EN6 and EN8.

The building fabric would be enhanced and based on values that exceed the minimum required through Building Regulations. This would minimise energy demand. Roof mounted photovoltaic panels would provide onsite renewable energy. Fabric enhancements are also proposed which would be an improvement to the minimum requirements of Part L.

The development would have 7 car parking spaces and 132 cycle spaces for residents and would promote sustainable transport. The site is highly sustainable and accessible via a range of transport modes including walking, cycling, bus, Metrolink and train. 8 cycles spaces are proposed for the commercial units.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets in policies EN4 and EN6. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 and would have highly insulated fabric and high specification energy efficiency measures. Given the above, it is considered therefore that the design and construction would be sustainable.

Credibility of the Design

The design team has recognised the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposal to ensure that it can be delivered.

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The materials proposed are considered to be appropriate for the building's context and are consistent to ensure that the proposals are achievable and deliverable. The final proposals have been costed and fully tested for viability.

Contribution to Public Spaces and Facilities

The proposal would be located on a prominent site and the commercial units would create activity at street level. The footways around the site would be improved and opportunities for street trees have been explored. Therefore the pedestrian environment would be improved. Passive overlooking would enhance safety and security around the site.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents and includes the consideration of issues such as impact on privacy, daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements, air quality and the environment and amenity of those in the vicinity of the building.

a) Privacy and overlooking

City Centre developments are, by their very nature, more dense and closer together than in suburban locations. The layout has sought to minimise overlooking. The minimum window to window distance between Tempus Tower and the Beaumont Building apartments is approximately 10m. The minimum distances between Building 1 and Building 2 and the Sorting Office/Bay Building would be approximately 12.3m and 13.3m respectively which exceeds the existing situation at the north end of Mirabel Street.

The Sorting Office and Bay Building would be approximately 12 or 13m from the proposal which is not unusual in city centre locations. The new buildings would be taller so there would be little scope for direct overlooking into the windows of the Sorting Office and Bay Building apartments above level 4.



The roof terrace on part of floor 10 of Building 1 would overlook Great Ducie Street and the Manchester Arena, rather than the residential developments on Mirabel Street. The terrace would be actively managed by an on-site management company and would not cause any undue impact with regard to overlooking or loss of privacy to existing residents.

b) Sunlight, Daylight and Overshadowing

An assessment has been undertaken of the likely effects on daylight and sunlight at the Beaumont Building and the Sorting Office development which comprises the Sorting Office, the Bay Building and Tempus Tower using the Building Research Establishment (BRE) Guidance. The BRE Guidance is an industry standard for daylight and sunlight and provides three methodologies for daylight assessment, namely: Vertical Sky Component (VSC); No Sky Line (NSL); and Average Daylight Factor (ADF). There is also one methodology for sunlight assessment, denoted as Annual Probable Sunlight Hours (APSH).

Daylight and sunlight targets have been established as a means of adjusting the provisions of the BRE Guidance for use in a high density environment and the impact of the proposal has been appraised and benchmarked against this.

A 3D computer model was run through software to calculate the light levels at each window and room affected. These light levels were then compared with the corresponding levels in the BRE guidelines.

Using the existing site as the baseline, the results are as follows:

The Beaumont Building

This six/seven storey retail and apartment building has windows, shopfronts and sections of curtain walling facing the site. The windows appear to provide light into a

carpark, retail units in the ground and first floor levels and upper floor flats. Only the residential accommodation has been assessed.

Vertical Sky Line (VSC)

101 of the 133 windows (76%) either exceed the BRE target figure of 27% or their VSC values do not reduce more than 20%. 2 more windows pass the criteria using the averaging method for multiple windows to rooms. The reductions to the remaining 30 windows are between 21% and 30% (i.e. less than 10% above the permitted 20% reduction) with a minor adverse impact. 24 of these windows are to bedrooms. All the windows therefore either pass the BRE guideline or experience a minor adverse effect.

No Sky Line (NSL)

90 of the 106 rooms (85%) are acceptable. The reductions in 13 rooms (12%) are between 21% and 30% and minor adverse. 9 are bedrooms. The reductions at 3 rooms (1 bedroom) are between 31% and 40% (less than 20% above the permitted 20%) and are considered to be moderate adverse. The majority of rooms (97%) therefore either pass the BRE guideline or experience a minor adverse effect and a large proportion of the rooms that do not pass (10 out of 16) are bedrooms.

Average Daylight Factor (ADF)

101 of the 106 windows (95%) have the required ADF value or do not reduce more than 14%. The reductions to the remaining 5 rooms are between 15% and 21% (i.e. less than 7% above the permitted 14%) and are considered to be minor adverse. All the rooms therefore either pass the BRE guideline or experience a minor adverse effect.

Annual Probable Sunlight Hours (APSH)

85 of 133 windows do not fall within 90 degrees of due south and have not been assessed. The APSH to the remaining 48 windows (100%) are above the BRE recommended levels of 25% in summer or do not reduce more than 20% and meet the BRE summer criteria.

The APSH at 32 of the remaining 48 windows (67%) are above the BRE recommended levels of 5% in winter or do not reduce more than 20% and therefore pass the BRE winter criteria. The reductions in winter annual probable sunlight hours to 6 of the remaining 16 windows (5%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) or the remaining value is 4%, both of which are considered to be minor adverse. 5 of these 6 windows are to bedrooms. The reductions in winter annual probable sunlight hours to 1 of the remaining 10 windows (5%) are between 31% and 40% (i.e. less than 20% above the permitted 20%) or the remaining value is 3%, both of which are considered to be moderately adverse. The reductions in winter annual probable sunlight hours to the remaining 9 windows (7%) are greater than 40% or the remaining value is 2% or less, both of which are considered to be major adverse. However, 8 of these 9 windows are to bedrooms.

In conclusion, all the windows (100%) pass the BRE guideline in summer and the majority (67%) pass in winter. Of the windows that do not pass in winter, the majority are to bedrooms.

The Sorting Office (including Tempus Tower)

This property comprises the Sorting Office apartment building which is formed within/behind a listed former Post Office sorting office and the Tempus Tower, which is a more recent apartment tower block.

The former Post Office has traditional glazed windows facing the development site, including at an oblique angle along Mirabel St, at basement, ground and first floor levels. The windows appear to provide light into a carpark at basement level and residential accommodation on the upper floors. Only the flats have been assessed. The Tempus Tower is a modern 20 storey tower block constructed adjacent to the Sorting Office development at the end of Mirabel Street as it meets New Bridge Street.

The Sorting Office is a recent development behind a retained façade and floor layouts and window relationships are therefore far from ideal with, for example, floors and bulkheads in front of windows, deep recessed windows etc. All of these features will make the rooms and windows heavily reliant on horizontal light and over burden a nearby development as recognised in the BRE guide.

Vertical Sky Component (VSC)

59 of the 97 windows (61%) either exceed the BRE target figure of 27% or their VSC values do not reduce more than 20%. The reductions to 4 windows (4%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) and are minor adverse. All of these windows provide light to bedrooms. The reductions the remaining 34 (35%) are greater than 40% and are considered to be major adverse. However, a large proportion of these windows (11) provide light to bedrooms, which are treated as less important by the BRE guide.

The majority of windows (65%) therefore either pass the BRE guideline or experience a minor adverse effect.

No-Sky Line (NSL)

51 of the 82 rooms (62%) do not reduce more than 20%. The reductions to 3 (3%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) and are minor adverse. 2 of these rooms are bedrooms. The reductions to 1 (1%) are between 31% and 40% (i.e. less than 20% above the permitted 20%) and are moderate adverse. This is a bedroom.

The reductions to the remaining 28 rooms (34%) are greater than 40% and are considered to be major adverse. However, 10 of these are bedrooms.

Average Daylight Factor (ADF)

56 out of the 82 rooms (68%) have the required ADF value or do not reduce more than 14%. The reductions to 2 (2%) are between 15% and 21% (i.e. less than 7% above the permitted 14%) and are minor adverse. Both of these are bedrooms.

The reductions to the remaining 24 rooms (29%) are greater than 28% and are considered to be major adverse but 6 of these are bedrooms.

The majority of rooms (70%) therefore either meet the BRE guideline or experience a minor adverse effect.

Annual Probable Sunlight Hours (APSH)

82 of the 97 windows do not fall within 90 degrees of due south and have therefore not been assessed.

The APSH to the remaining 15 windows (100%) are above the BRE recommended levels of 25% in summer or do not reduce more than 20% and meet the BRE criteria. The APSH to 14 are above the BRE recommended levels of 5% in winter. The reductions in winter the remaining window (1%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) or the remaining value is 4%, which are minor adverse.

All of the windows (100%) therefore pass the BRE guideline in summer and the large majority (99%) pass in winter.

The Bay Building

This five storey residential building was constructed recently and there are windows providing light to flats and common areas at first to fourth floor levels.

Vertical Sky Component (VSC)

5 of 11 windows (45%) either exceed the BRE target figure of 27% or their VSC values do not reduce more than 20%. The reductions of 6 (55%) are greater than 40% and are major adverse but 4 of these 6 are bedrooms. The Bay Building has balconies which affects daylight sunlight results as the windows and rooms behind those balconies will be largely reliant on horizontal light (thus over burdening a nearby development).

No-Sky Line (NSL)

2 of 9 rooms (22%) do not reduce more than 20%. The reductions to 1 (11%) are between 21% and 30% (i.e. less than 10% above the permitted 20%) and are minor adverse. This is a bedroom. The reductions to 3 (33%) are between 31% and 40% (i.e. less than 20% above the permitted 20%) and are moderate adverse. All these are bedrooms. The reductions to the remaining 3 (33%) are greater than 40% and are major adverse. They are bedrooms.

These results are largely influenced by the design of the affected building.

Average Daylight Factor (ADF)

6 of 9 rooms (67%) have the required ADF value or do not reduce more than 14%. The reductions 3 rooms (33%) are greater than 28% and are major adverse. 2 are bedrooms.

When taking into account the balconies to this adjacent building and that the majority of rooms that do not pass are bedrooms, the 67% ADF is acceptable.

Annual Probable Sunlight Hours (APSH)

9 of the 11 windows do not fall within 90 degrees of due south and have therefore not been assessed. The remaining 2 windows (100%) are above the BRE recommended levels of 25% in summer or do not reduce more than 20% and are above recommended levels of 5% in winter or do not reduce more than 20%.

All (100%) of windows pass the BRE guide APSH summer and winter criteria.

When taking all of the above figures together for the different methodologies of assessment, in the existing conditions over 82% of windows/rooms in each of the criteria either passed the BRE targets or experienced minor adverse losses. A large proportion of the rooms that did not meet the baseline BRE levels were bedrooms. Overall, the results are supportive of the scheme when taking into account the existing built environment.

A further assessment was undertaken using an alternative baseline for Building 1 based on a previous planning permission for an 11 storey building (app. ref. 078851/OO/2006/C1), that was never implemented. Building 2 would be immediately adjacent to the Beaumont Building which was fully redeveloped and extended in 2001. The extensions at the Beaumont Building included an increase in its footprint along Mirabel Street and 3 additional storeys to create a total of 7 storeys along Mirabel Street and Breslyn Street (the ground floor storey of which is very tall). The alternative baseline for Building 2 is a mirror of the recently developed Beaumont Building. This is consistent with guidance in the BRE Guide.

The results using the alternative baseline are as follows:

The Beaumont Building

Vertical Sky Line (VSC)

61 of 133 windows (46%) have a VSC equal to or greater than the VSC levels of the previously consented scheme/Beaumont mirror baseline or pass the required BRE levels and meet the BRE criteria. 33 (25%) are within 10% and 39 (29%) are within 20% of the baseline levels, which are negligible reductions. All windows therefore either meet the baseline levels or are within 80% of the former value, which is a negligible.

No Sky Line (NSL)

73 of 106 (69%) rooms have a NSL equal to or greater than the NSL levels of the previously consented scheme/Beaumont mirror baseline or pass the required BRE levels and meet the BRE criteria. 11 (10%) are within 10% and a further 6 (6%) within 20% of the previously consented levels, which are negligible based on the BRE guide. 13 between 21% and 30% of the baseline levels, which are minor reductions based on the BRE guide. 9 of these rooms are bedrooms. 3 are between 31% and 40% of the baseline which are moderate. The vast majority of rooms (85%) therefore either meet the baseline levels or are within 80% of the former value, which is a negligible change.

Average Daylight Factor

77 of 106 (73%) rooms have an ADF equal to or greater than the ADF levels of the previously consented scheme/Beaumont mirror baseline or pass the required BRE levels and meet the BRE criteria. 29 (27%) are within 14% of the baseline levels, which are negligible reductions. 73% either meet the baseline levels or are within 86% of the former value, which is a negligible change.

Annual Probable Sunlight Hours

Due to the 100% pass of summer APSH for the site as existing, this has not been considered further.

The Sorting Office, including Tempus Tower

Vertical Sky Line (VSL)

13 (13%) of 97 windows either exceed the BRE target figure of 27% or their VSC values do not reduce below the baseline. 50 (52%) do not exceed 10% and 4 (4%) do not exceed 20% - both of which are considered to be negligible reductions. 16 experience reductions of 20% to 30% below the baseline which is considered minor adverse. 6 of these are bedrooms. 14 (3 of which are to bedrooms) experience reductions of between 31% and 40% of the baseline, which is considered moderately adverse. The majority of windows (65%) either meet the baseline levels or are within 20% of the former value, which is a negligible change.

No Sky Line (NSL)

59 (72%) of 82 rooms have NSL levels equal to or greater than the NSL levels of the previously consented scheme/Beaumont mirror baseline or meet BRE levels. 10 (12%) show a reduction in NSL of less than 10% and 2 (2%) show a reduction of less than 20% all of which are considered to be negligible. 7 (9%) are between 21% and 30% which are minor reductions and 1 is a bedroom. 3 are between 31% and 40% which are moderate reductions and 2 are bedrooms. The remaining room which is a bedroom has a reduction of greater than 40% of the baseline levels which is a major reduction. The vast majority of rooms (86%) either meet the chosen baseline levels or are within 80% of the former value, which is a negligible change. A large proportion of the other rooms are bedrooms.

The design of this building affecting the results.

Average Daylight Factor

30 (37%) of 82 rooms have an ADF equal to or greater than the ADF levels of the previously consented scheme/Beaumont mirror baseline or meet the BRE levels. 29 do not exceed 14% which is negligible. 23 are between 15% and 21%, which is minor adverse. 2 are bedrooms. 10 (12%) are between 22% and 28%, which is moderate adverse. 3 are bedrooms.

The notes above regarding the design of this building should be read in conjunction with these findings.

Annual Probable Sunlight Hours (APSH)

Due to the 100% pass of summer and 99% pass of winter APSH for the site as existing, this has not been considered further.

The Bay Building

Vertical Sky Line (VSL)

5 (45%) of 11 windows either exceed the BRE target figure of 27% or their VSC values do not reduce below the baseline and therefore meet the BRE criteria. 2 experience reductions of 20% to 30% below the baseline are minor adverse. 2 (both of which are to bedrooms) experience reductions of between 31% and 40% of the baseline, which is moderately adverse. 2 are greater than 40% (major adverse) but are bedrooms.

No Sky Line (NSL)

0 have NSL levels equal to or greater than the NSL levels of the previously consented scheme/Beaumont mirror baseline or meet the BRE levels. 2 show a reduction of less than 10%, which is negligible. 1 is between 21% and 30% which is a minor reduction. This is a bedroom. 4 are between 31% and 40% which are moderate reductions, 3 are bedrooms. 2 have reductions greater than 40% which are major reductions, both are bedrooms. The vast majority of rooms noted as experiencing reductions in NSL below the baseline are bedrooms (66%), which are to be treated with less importance.

Average Daylight Factor

6 (67%) 9 rooms have an ADF equal to or greater than the ADF levels of the previously consented scheme/Beaumont mirror baseline or meet the BRE criteria. 1 (11%) does not exceed 14% which is negligible. 1 bedroom is between 22% and 28%, which is moderate. 1 bedroom has reductions of greater than 28%, which is major adverse.

The rooms assessed either pass the BRE tests or are mainly bedrooms (2 out of 3) that are to be given less importance.

Annual Probable Sunlight Hours

As the scheme fully passes the BRE requirements for APSH based on the existing site, this has not been assessed or commented on.

The results of the technical assessment, when using the previously consented scheme as a baseline for Building 1 and the adjacent Beaumont Building as a mirror baseline for Building 2, found that for all 4 methodologies taken together, over 83% of all rooms/windows would achieve values directly comparable to those that would have resulted from the previous scheme that was granted planning permission under application 078851/OO/2006/C1 and using the adjacent Beaumont Building as a baseline for Building 2. Again, a large proportion of the rooms that did not meet the baseline BRE levels are bedrooms.

Overall, whether using the existing site or the alternative baseline, the results against the BRE criteria demonstrate a high level of compliance. Where windows/rooms do not meet the baseline target, it is generally only by a negligible or minor degree.

Whilst there are some minor/moderate reductions below the baseline set within the Post Office development on the opposite side of Mirabel Street, for both the Sorting Office and Bay Building elements, the proportions are low. Where there are deviations from the BRE guidelines, this is considered to be acceptable in this dense urban setting due to the following:

- The NPPF states that *“a flexible approach should be taken in applying policies relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site”*
- It is inevitable when constructing buildings in an urban environment that alterations to daylight and sunlight to adjoining properties can occur
- Deviations from the BRE baseline are generally marginal
- A large proportion of the windows/rooms that do not fully meet the BRE criteria are bedrooms which are considered to be less important in the BRE guide
- The Bay Building at the adjacent Sorting Office has balconies which the BRE guide recognises will adversely affect daylight and sunlight results as the windows and rooms behind those balconies will be largely reliant on horizontal light (thus over-burdening a nearby development);
- Both the Bay Building/Sorting Office are recent developments behind a retained façade. The floor layouts and window relationships are therefore far from ideal with, for example, floors and bulkheads in front of windows, deep recessed windows etc. All of these features will again make the rooms and windows heavily reliant on horizontal light and over burden a nearby development
- The BRE guide indicates that in interpreting the results of an assessment, a degree of flexibility is required, especially in a dense urban environment where neighbouring properties are located within narrow streetscapes and with design obstructions restricting the availability of daylight or sunlight
- The BRE tests are based on a typical (two storey) suburban model of development and it is reasonable to assume that expectations of levels of daylight sunlight will be different in developing larger properties such as this. This is noted in the guide itself.

Given the complexities of the site and the existing built urban context, it is considered on balance that the impacts to surrounding residential properties in terms of daylight and sunlight are acceptable.

In relation to comments made by Network Rail and the fact that the daylight and sunlight assessment has not taken account of the commercial units within the railway viaduct adjacent, the BRE guide does not require commercial property of this type to be assessed as it is classed as a non-sensitive receptor. However, it is noted that there are no windows in the viaduct facing the proposal. The Mirabel St windows face away from the development and would not suffer any reductions in daylight or sunlight as a result of the development

(c) Wind

A microclimate assessment of the proposal has considered the effects of topography, building shape and climate on wind conditions around the site. The assessment has drawn the following conclusions:

- The effects of south-westerly winds along Mirabel Street are considered moderate adverse for pedestrian sitting, standing or building entrances, but minor adverse for walking. However, the only entrances in the area affected are not likely to be used frequently. There are no areas for pedestrians to sit or dwell. As such, the assessment concludes the micro-climate environment along Mirabel Street would be acceptable and no mitigation is required.
- The effects of south-westerly and westerly winds on the area to the west of Building 1 on Breslyn Street are considered moderate adverse for pedestrian sitting, standing or building entrances, but minor adverse for walking. The only building entrance in this area is a service entrance which would not be used frequently by pedestrians. As a result of this, it is not considered that this effect would cause a nuisance to pedestrians, and therefore no mitigation is required.
- The effects of north-easterly winds on Great Ducie Street are considered to be minor adverse.
- The effects of north-easterly winds on the entrances to the Building 1 on Great Ducie Street are considered to be negligible.
- The effects of north-easterly winds on the entrances to Building 2 on Breslyn Street are considered to be minor adverse.
- All building entrances are likely to be suitable for use.
- The rooftop garden is likely to be exposed to several wind directions, and mitigation measures have been recommended to ensure that conditions would be suitable for the intended activities. A parapet has been designed to the rooftop at 1200mm high.

The proposal is considered to be consistent with Core Strategy policies DM1 and EN1 and the requirements of MCC's Residential Quality Guidance with regards to wind microclimate and is acceptable in this regard.

(d) Air Quality

The site is located within the Greater Manchester Air Quality Management Area where the annual mean nitrogen dioxide (NO₂) air quality objective could be exceeded. An Air Quality Assessment has been undertaken in accordance with IAQM guidance for the demolition and construction phases of the proposal. There could be dust soiling associated with fugitive emissions. Assuming good practice control measures are implemented, the residual effect associated with dust soiling during construction would not be significant. Dust and increased emissions during construction are likely to be temporary, short term and of a minor impact, and could be mitigated by the use of good practice control measures.

For the operational phase, the annual mean objectives for all pollutants considered could be met at all storeys above ground floor level (which all comprise residential use) and therefore no mitigation is required. Trip generation to and from the site is not considered to be significant due to the low amount of car parking that would be available on-site. The traffic generated by the proposal would have a minimal effect on local pollution concentrations. The site is in a highly sustainable location with significant opportunities for travel by non-car modes including walking, cycling and public transport. The proposal would incorporate 132 secure cycle spaces.

Overall, the proposal would be acceptable in air quality terms and would comply with Core Strategy policy EN16 and the relevant provisions of national guidance.

(e) Noise and vibration impact

During the construction phase, noise emissions from construction activity would be minimised by the mitigation methods described in BS 5228. Low noise and vibration construction methods would be used in line with best practice and appropriate acoustic screening would be implemented where necessary and practicable.

During the operational phase, the noise would be dominated by road traffic using Great Ducie Street, Trinity Way and other local traffic routes. Railway noise would also contribute to ambient noise levels experienced at south facing façades. However, noise from the railway would not pose a significant risk of adverse effect averaged over 16 hour day or 8 hour night time periods. The ventilation system recommended for railway facing elevations takes into account the noise character of rail vehicle noise (e.g. screeching brakes), allowing for sufficient background ventilation without the specific need to open windows at night.

Concerts and other events held at the nearby Manchester Arena could elevate low frequency noise levels during the evening. It is understood that the Arena operates a 23:00 curfew on events and as such night time periods would not be affected by Arena noise. The recommended glazing and ventilation specifications for elevations facing Great Ducie Street have been designed taking into consideration the potential for low frequency sound from the arena.

Whilst the principle of the proposed uses is acceptable, the use of one or both of the commercial units could impact upon amenity within the area through noise generation from within the premises and there could be noise generated from plant and equipment at the site. A roof terrace is also proposed. However appropriate conditions could deal with acoustic insulation, fume extraction and hours of use for

the roof terrace. The apartments would not be a noise generating use, however an acoustic report has been submitted, which outlines how the premises and any external plant would be acoustically insulated to prevent unacceptable levels of noise breakout within the building as a whole and to ensure adequate levels of acoustic insulation are achieved within the residential accommodation. Conditions relating to operational and delivery and servicing hours for the commercial units and hours for the use of the roof terrace are recommended.

(f) TV reception

A desktop study and baseline reception survey concludes that the proposal would have a neutral impact on local television reception. No mitigation measures are predicted to be required because no adverse impacts would exist. However a post-construction survey has been conditioned to ensure no problems would occur. Any mitigation required as a result of this survey would need to be completed within an agreed timescale.

Provision of a well-designed inclusive environment

The proposal would be inclusive with level entrances and fully accessible lifts. A minimum of 1500mm would be provided in front of lifts. The development has been designed in accordance with regulatory guidance to ensure that it promotes the principles of inclusive design.

All apartment entry doors would have a clear opening width of 850mm, internal doors would have a clear opening width of 800mm, a room containing a WC would be provided on the entrance storey, doors to bathrooms would open outwards and there would be accessible car parking facilities in the ground level of Building 2 (as 3 of the 7 car parking spaces proposed would be fully accessible).

18 apartments (13.9%) would be fully accessible and adaptable compliant. These apartments would have a minimum 750mm clear access route from the doorway to a window as well as a minimum 750mm clear access zone to both sides and the foot of the bed. These rooms would be adapted as and when required by future residents.

Contribution to permeability

The development would not adversely affect permeability. The proposal would significantly enhance the streetscene and public realm, would enhance legibility and create a sense of place.

Relationship to Transport Infrastructure and Highway Implications

This is highly accessible location close to bus routes, rail and Metrolink stations and would encourage the use of sustainable modes of transport. 7 car parking spaces and 132 cycle spaces are proposed for residents. The commercial units would also have space for 8 bikes in a back of house area. A Transport Assessment assesses the transport implications and a Framework Travel Plan provides measures to encourage alternative modes of travel to the private car.

There would be a net reduction of two two-way trips in the AM peak period and a slight increase of eight two-way trips in the PM peak period and this would have no material impact on the highway network.

Flood Risk

The site is in the Central Manchester Critical Drainage Area and predominantly in Flood Zone 2 and has a medium probability of flooding, between 1 in 100 and 1 in 1000 annual probability of river flooding. There is a residual risk of flooding in the 1 in 1000 year event and the development has less vulnerable uses at the ground floor. Simple mitigation measures such as the levels falling away from door thresholds would be implemented. All residential dwellings would have two potential points of exit, ensuring safe exit. Large obstructions in the form of apartment blocks between the River Irwell and the site are also considered to provide informal flood defence.

The site is at medium risk of flooding due to groundwater but the groundwater regime on site would be established during the Phase 2 Site Investigation works which would allow the flooding risk to be reviewed. Mitigation would be agreed and implemented if necessary. The site can be considered at low risk to flooding by reservoir failure or surcharge of public sewers.

The localised area of Breslyn Street itself is at moderate risk of surface water flooding, with the development sites for Buildings 1 and 2 on either side of Breslyn Street being at low risk. Surface water would be managed by the drainage systems to ensure the site would not flood due to surface water flow, nor result in an increased flood risk elsewhere. The drainage strategy would reduce run-off from the site in line with the recommendations as set out in the SFRA and would aim to utilise SuDS and include Green Infrastructure in line with Local Planning Policy requirements.

With incorporation of these mitigation measures the development would comply with National and Local Planning Policy. The existing site levels provide a freeboard of at least 0.96m above the estimated 1 in 100 year+ climate change flood levels, so water would therefore not reach the ground level in this scenario. The site is estimated to be subject to flooding in the 1 in 1000 year event, albeit this future risk is mitigated within the design by locating residential dwellings at first floor level and above, well above this estimated flood level.

Overall, the proposal would fully accord with Core Strategy policy EN14 and the provisions of the NPPF.

In relation to the comments made by Network Rail, the surface water drainage from the built development area would discharge via a flow control device to the combined sewer beneath Breslyn Street subject to agreement with United Utilities. The discharge rate would be restricted to 7.8l/s, which is equivalent to 50% of the pre-development discharge rate for the 1 in 100 year event plus a 40% increase in rainfall intensity due to climate change. The restricted discharge would require 29m³ of storage, which would be accommodated primarily through provision of an attenuation tank within the development. Green roof provisions may also form part of the attenuation storage, but this is to be agreed.

Waste management and servicing

Residential bin stores would be located on the ground floor adjacent to the circulation core and all residents would have access. All kitchens would have general and recycled waste bins. Each resident would be responsible for taking waste to the refuse store.

To comply with MCC's waste management calculations, the development requires a refuse store of at least 36.12 sq. m for the Great Ducie Street block (Building 1) and 19.35 sq. m for the Mirabel Street block (Building 2). Both of these requirements have been exceeded with 61.7m sq. m and 24.2 sq. m of storage for waste achieved respectively. In Building 1, there would be a central retail/commercial refuse store with access from Breslyn Street. The landlord would engage the services of MCC or a private waste company who would provide a sufficient number/type of Eurobins, depending on the future use of the retail/commercial units. The Eurobins would be collected on a weekly basis (or as required), with the refuse collection vehicle gaining access via Mirabel Street.

Bin stores access gates are proposed on Mirabel Street for Building 2. There is also a 2m-wide secure alleyway proposed beside the railway viaduct which links Mirabel Street to Great Ducie Street. Waste would be collected via this alleyway for Building 1. Other servicing would take place on-street via the servicing bay on Great Ducie Street located in front of the commercial units.

Crime and Security

A Crime Impact Statement has been produced by Greater Manchester Police Design for Security. Several recommendations were made which have been incorporated into the design. A condition has been imposed on the approval requiring the development to achieve full Secured by Design accreditation.

Biodiversity, ecological enhancements and blue and green infrastructure

The site is not located within any statutory or non-statutory nature conservation sites and no records of protected or notable species have been found at the site. The Ecological Survey confirms the site has low suitability as a bat activity habitat, with the highly urban setting making it very unlikely that bats would be present in the vicinity. Even if they were, the ecologist considers that they would be unlikely to be present in high numbers. The highly urbanised setting of the site means that there would be a negligible impact upon any low intensity bat activity that takes place. The Ecological Survey confirms that no additional bat activity surveys are required and concludes that there is no potential for bird nesting to take place so no further surveys or supervision associated with nesting birds is recommended.

Greater Manchester Ecology Unit state that bats are known to roost very close by. However, as no evidence of roosting bats was found on the building, they would agree with the assessment that the existing building has negligible potential to support bats and overall there should be no ecological issues associated with the proposal.

Planting would be encouraged on the roof terrace as well as ecological enhancements at the site. These measures have been conditioned.

The applicant has reviewed the feasibility of incorporating street trees and there is potential to include one on Mirabel Street. There are many constraints on Great Ducie Street above and below ground that would prohibit tree planting. The planting of street trees has been conditioned in order to explore this further.

Archaeology

The site was developed in the early 1830s when the present streets were laid out and buildings had been erected by the early 1840s. Vestiges of these buildings survive on the eastern side of Mirabel Street but the building has been remodelled extensively and is of no archaeological interest.

The site does not contain any designated heritage assets. It is anticipated that an initial programme of further investigation would be required, involving evaluation trenching. Should the evaluation reveal significant, intact archaeological remains, an open-area excavation may be required. Any archaeological works would require a Written Scheme of Investigation (WSI) to be produced in consultation with GMAAS and should be concluded at the earliest possible opportunity. A condition relating to a programme of archaeological works is recommended.

Local Labour

The applicant would work with the Work and Skills Team to ensure that employment opportunities are made available to Manchester residents during the construction phase through to operational stage to allow hard to reach groups equal opportunity to be successful in applying.

Construction Management

Measures would be put in place to minimise the impact of the development on local residents such as dust suppression, minimising stock piling and use of screenings to cover materials. Plant would be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place, the impacts of construction management on surrounding residents and the highway network could be mitigated to be minimal. A condition is recommended regarding a construction management plan.

Contaminated Land and Unexploded Ordnance

A Phase 1 Preliminary Risk Assessment has been carried out. Potential contamination sources affecting the site were identified as heavy metals, PAHs, sulphate, asbestos, other inorganics/organics and gas (carbon dioxide and methane). These contaminants may pose a risk to site users (via ingestion/dermal contact/inhalation pathways and explosion), controlled waters (via migration through permeable strata / preferential pathways), buildings and structures (direct contact and explosion) and water pipes (direct contact).

The preliminary geotechnical assessment has also identified the following potential risks which would need to be investigated:

- Possible deep made ground with in-ground structures and former basements.
- Unknown type, strength and depth of superficial and bedrock.
- Unknown depth of groundwater.
- Sulphate content of made ground and natural ground.

A Phase 2 intrusive survey will be carried out across the site to investigate the identified potential pollutant linkages further. Any recommended mitigation measures would then be carried out and a condition is recommended.

Additional responses to statutory consultee and neighbour comments

Piling works are envisaged for the development. A pile free zone would be provided at the interface with the viaduct. Vibration monitoring apparatus would be implemented prior to commencement of piling activities. Details of piling works have been conditioned, as well as details of the Basic Asset Protection Agreement (BAPA) and the use of Tower Cranes as requested by Network Rail.

The balconies facing the viaduct would have enclosed glazing and the slot windows would be on restrictors. The selection of any trees would take account of Network Rail's requirements where possible. Local car park operators have confirmed that space could be made available should residents wish to source a space.

The site boundary has been amended to remove a small section of highway from the site which does not have any impact on the scheme.

The scheme has been developed in consultation with Statutory Consultees, key stakeholders and adjoining owners and occupiers. Residents, land and property owners, and businesses were invited to a public exhibition in July 2018 and a leaflet about the event was hand-delivered to business and homes. The attendance at the first exhibition was low and a second was held in December 2018.

The building would be built as close as possible to the party wall and would cover the majority of the party wall. It would however, be pulled back slightly from the edge on Breslyn Street which will expose some brickwork. Suitable weathering would be detailed to negate the need for maintenance of the wall except for exposed areas. The construction and detail of the wall will be subject to Party Wall Agreement legislation.

The other comments made by consultees and neighbours have been covered elsewhere in this report.

CONCLUSION

The proposal would support regeneration, contribute to the supply of new homes, provide significant investment in the City Centre supporting the economy, and create direct and indirect employment. The proposal is in accordance with National and Local Planning Policies. The development would make a positive contribution to the

streetscene. No harm to heritage assets has been identified. There would be public benefits and the provisions of Section 66 and Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 have been addressed.

Accordingly, this application is recommended for approval, subject to conditions.

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

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

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

Article 35 Declaration

Officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Appropriate conditions have been attached to the approval.

Conditions to be attached to the decision

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

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

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

Ground Floor Layout L(--)000 e
Typical Floor Layout (Level 01 -02) L(--)001 a

Typical Floor Layout (Level 03 -04) L(--)003 a
 Typical Floor Layout (Level 05 -09) L(--)005 a
 Proposed Floor Layout (Level 10) L(--)010 a
 Typical Floor Layout (Level 11 -13) L(--)011 a
 Roof Plan Layout L(--)014 a
 Existing Site Plan L(--)100 a
 Proposed Site Plan L(--)101 a
 Location Plan as existing L(--)150 a
 Location Plan L(--)151 a
 North Elevation / Section AA L(--)200 b
 North Elevation / Section BB L(--)201 b
 East Elevation as proposed L(--)202 a
 East Elevation / Section CC L(--)203 a
 South Elevation as proposed L(--)204 a
 West Elevation as proposed L(--)205 _
 West Elevation / Section DD L(--)206 _
 Façade Study 1 L(--)210 _
 Façade Study 2 L(--)211 _
 Façade Study 3 L(--)212 a
 Façade Study 4 L(--)213 _
 Façade Study 5 L(--)214 _
 Façade Study 6 L(--)215 _
 Façade Study 7 L(--)216 a

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.

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

A programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including the roof terrace, and drawings to illustrate details of the full sized sample panels that will be produced. The programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining, details of the glazing and a strategy for quality control management.

(b) All samples and specifications shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition.

The development shall be carried out in accordance with the approved materials.

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

4) (a) Prior to the commencement of the development, details of a local labour agreement in order to demonstrate commitment to recruit local labour for both the construction and operational elements of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

(b) Within six months of the first occupation of the development, details of the results of the scheme shall be submitted to the Local Planning Authority for consideration.

Reason - To safeguard local employment opportunities, pursuant to policy EC1 of the Core Strategy for Manchester.

5) a) Prior to the commencement of development, a programme for the submission of final details of the landscaping, lighting, ecological enhancements, public realm works and planting of street trees shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) The proposed hard landscape materials, including the materials to be used for the footpaths surrounding the site and for the areas between the pavement and the line of the proposed building;
- (ii) Any external lighting;
- (iii) The ecological enhancements to be installed at the building to enhance and create new biodiversity within the development;
- (iv) The landscaping proposed for the roof terrace;
- (v) A strategy for the planting of street trees within the pavements adjacent to the site, and/or a mechanism for funding the provision of off-site street trees, including details of overall numbers, size, species and planting specification, constraints to further planting and details of ongoing maintenance.

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

b) The above details shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed for part a) of this condition. The development shall be carried out in accordance with the approved details.

Reason - To ensure that a satisfactory landscaping scheme and ecological enhancements for the development are carried out, in accordance with saved policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

6) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the City 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 City 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.

7) Full detailed designs (including the introduction of traffic regulation orders and other potential traffic measures if required) of all highways works, including the provision of a new car club bay, shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to any works to the highway commencing. The highway works shall be implemented in accordance with the approved details prior to any part of the development being first occupied.

Reason - In the interests of highway safety, and to ensure that the junction operates satisfactorily pursuant to policies T1 and DM1 of the Core Strategy for Manchester.

8) a) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

9) No part of the development shall be occupied unless and until details of a parking management strategy for residents has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the residential accommodation in the development hereby approved is first occupied.

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

10) Prior to first occupation of the development, electric vehicle charging points, the number and location of which will have been submitted to and approved in writing by the City Council as Local Planning Authority, shall be made available and be operational at the development . The development shall be carried out in accordance with the approved details.

Reason - To ensure a sustainable development, pursuant to policy DM1 of the Core Strategy.

11) Piling or any other foundation designs using penetrative methods are not permitted, other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater and/or damage to nearby viaduct structures as operated by Network Rail. Details of any vibro-compaction machinery / piling machinery or piling and ground treatment works that need to be undertaken shall be submitted to and approved in writing by the City Council as Local Planning Authority before any works of this nature commence. For the avoidance of doubt, it must be demonstrated that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track. The development shall be carried out in accordance with the approved details.

Reason - To ensure a safe form of development which poses no unacceptable risk of pollution to the water environment, pursuant to policy DM1 of the Core Strategy.

12) Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include;

- Hours of site opening/operation
- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions during the enabling and build phases;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity
- Types and frequency of vehicular demands
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- Construction and demolition methods to be used, including the use of cranes (and their location);
- The erection and maintenance of security hoardings;
- Details on the timing of construction of scaffolding;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times

- Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure.

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

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

13) No commercial unit within the ground floor shall become operational until the opening hours for each unit have been submitted to and approved in writing by the City Council as Local Planning Authority. Each commercial unit shall operate in accordance with the approved hours thereafter.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

14) The external roof terrace amenity area shall not be used until the hours of use for the terrace and details of its management and how it would be used have been submitted to and approved in writing by the City Council as Local Planning Authority. The roof terrace shall be used in accordance with the approved hours and details thereafter.

Reason - In order that the local planning authority can achieve the objective of protecting the amenity of local residents in accordance with saved policy DC26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

15) Before any commercial unit within the development requiring fume extraction is first brought into use, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. An odour impact assessment is required together with suitable mitigation measures, information regarding the proposed cleaning/maintenance regime for the fume extraction equipment, and details in relation to replacement air. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eaves level and/or any openable windows/ventilation intakes of nearby properties. Any scheme should make reference to risk assessments for odour and noise and be based on appropriate guidance such as that published by EMAQ titled 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems', dated September 2018. The scheme shall be implemented in accordance with the approved details prior to first occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with saved policy DC10 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

16) Deliveries, servicing and collections, including waste collections, shall not take place outside the following hours:

07:30 to 20:00, Monday to Saturday

10.00 to 18.00 on Sundays and Bank Holidays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy DM1 of the Manchester Core Strategy.

17) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse for the different parts of the development (i.e. both the commercial and residential use) has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. The scheme shall include:

- Estimated volumes and types of waste produced by the development,
- Details of internal and external stores for both waste and recycling, including any plans and designs,
- Location of the proposed collection point and details of the route the collection vehicle will take,
- Details of how waste will be transferred between stores and to the collection location,
- Details of number and capacity of bins proposed and collection frequency.

Reason - To ensure an acceptable development and to protect amenity, pursuant to policy DM1 of the Manchester Core Strategy.

18) In terms of air quality, the development shall be carried out in accordance with the following report:

Air Quality Assessment prepared by NJD Environmental Associates, dated August 2018, ref. NJD18-0075-001R

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy.

19) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority before the development commences. The scheme shall be implemented in full before the use commences.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Where any Class A3 use is proposed, before development commences on this use, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme proposed shall normally include measures such as acoustic lobbies at access and egress points of the premises, acoustic treatment of the building structure, sound limiters linked to sound amplification equipment and specified maximum internal noise levels. Any scheme approved in discharge of this condition shall be implemented in full before the use commences.

b) Upon completion of the development and before the development becomes operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. The report and any necessary measures shall be approved in writing by the City Council as Local Planning Authority and the development shall be implemented in full in accordance with the approved details before the new use becomes operational.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

20) a) Before works to the residential units commence, a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding roads including Great Ducie Street and Trinity Way and other noise sources such as the nearby Victoria Station train line and the Manchester Arena shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Due to the proximity of the development to the Victoria Station train line it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise should also be factored into the assessment and design.

b) Upon completion of the development and before any of the apartments are first occupied, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall give the results of post-completion testing to confirm that the required internal noise criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. The report and any necessary measures shall be approved in writing by the City Council as Local Planning Authority and the development shall be implemented in full in accordance with the approved details before the development is first occupied.

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

21) a) Any externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

Before development commences on this element of the scheme, the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Upon completion of the development and before any of the external plant is first operational, a verification report will be required to validate that the work undertaken confirms to the above noise criteria. The report shall give the results of post-completion testing to confirm that the proposed noise limits are being achieved once the plant and any mitigation measures have been installed. Any instances of non-conformity with the above criteria shall be detailed along with any measures required to ensure compliance. The report and any necessary measures shall be approved in writing by the City Council as Local Planning Authority and the development shall be implemented in full in accordance with the approved details before the plant is first brought into use.

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

22) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The

works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by Manchester Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation through trial trenching
 - dependant on the above, targeted open area excavation and recording
2. A programme for post investigation assessment to include:
 - production of a final report on the significance of the below-ground archaeological interest.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

23) No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, the hierarchy of drainage options in the National Planning Practice Guidance, and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the City Council as Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

In the event of the surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 5 l/s.

Foul and surface water shall be drained on separate systems.

The drainage scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

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

- A verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings (if different from design construction drawings).
- A management and maintenance plan for the lifetime of the development which shall include the arrangement for adoption by an appropriate 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, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

25) a) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of the first occupation of the development, a revised Travel Plan which takes into account the information about travel patterns gathered under part a) shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

26) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being first occupied. The car parking spaces shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

27) The three different cycle parking areas shown on the approved plans shall be made available at all times whilst the site is occupied.

Reason - To ensure that there is adequate cycle parking for the residential and commercial aspects of the development proposed when the building is occupied in order to comply with policy DM1 of the Manchester Core Strategy.

28) No externally mounted telecommunications equipment, except that relating to the servicing of the building hereby approved, shall be mounted on any part of the building, including the roof.

Reason - In the interests of visual amenity, pursuant to Core Strategy Policies DM1 and SP1.

29) Within 3 months of first occupation of the building, written evidence shall be provided to the City Council as local planning authority that the development has been built in accordance with the recommendations contained within the submitted Crime Impact Statement, ref. 2008/0232/CIS/04 Version A, dated 10 August 2018, and that a secured by design accreditation has been awarded for the development.

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

30) Within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, 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 new television signal survey shall be submitted to the City Council as Local Planning Authority that shall identify any measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the Baseline Television Signal Survey & Television Reception Impact Assessment by GTech Surveys Limited, received by the Local Planning Authority on 20 December 2018.

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 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 interests of residential amenity, as specified in policy DM1 of Core Strategy.

31) The residential apartments shall not be occupied until a Residents' Management Strategy has been submitted to, and approved in writing by, the City Council, as local planning authority. The Residents' Management Strategy shall include details of maintenance, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries. The Residents' Management Strategy shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - To ensure the development is managed in the interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

32) The apartments within the development hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/aparthotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/aparthotels do not commence without prior approval, pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

33) Prior to the erection of any gates to secure the 2m wide alleyway between the Great Ducie Street building and the adjacent railway viaduct, full details including scaled drawings, proposed location, design, fixing details and a specification of the gates shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

34) No development shall commence until details and written evidence of a signed Basic Asset Protection Agreement (BAPA) , as well as details of any required use of tower cranes, has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure an acceptable development adjacent to Network Rail structures, pursuant to policy DM1 of the Core Strategy.

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: 122280/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services

**Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
City Centre Regeneration
Oliver West (Sustainable Travel)
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail**

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:

Highway Services
Environmental Health
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Network Rail

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