Application Number	Date of Appln	Committee Date	Ward
128248/FO/2020	16th Nov 2020	4th Jun 2020	Piccadilly Ward

Proposal Erection of 9 buildings ranging from 8 to 34 storeys in height to form 1202 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (192 sqm) together with associated car parking, new vehicular and pedestrian access, public realm, landscaping and other associated works following demolition of existing structures and buildings

Location Land Bound by Gould Street, Williamson Street, Bromley Street and Bilbrook Street, Manchester, M4 4DD

Applicant Southvalley Estates Limited, C/o Agent

Agent Matthew Hard, WSP, 8 First Street, Manchester, M15 4RP

EXECUTIVE SUMMARY

The proposal would create 1202 new homes and 192 sqm of commercial space within 9 buildings ranging from 8 to 34 storeys in height with associated car parking, public realm and landscaping following demolition of existing structures.

Neighbour notification generated seven objections together with comments from the Marble Arch Inn and Friends of Angel Meadow (FOAM).

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield site, used as a car park following the closure of the gas works, and is located in a highly sustainable location close to NOMA and Manchester Victoria Train Station. The proposal accords with Northern Gateway Strategic Regeneration Framework (SRF). A range of accommodation types and sizes would be available for market sale. 85 homes would be affordable on a shared ownership basis and would meet aspirations to reduce carbon within the development along with providing innovative solutions for surface water drainage and biodiversity improvements.

Economic The proposal would result in £220 million of investment and deliver 1202 new homes, 85 of which would be affordable. New homes to meet the City's growing population is a key economic driver and is vital to a successful and thriving economy. 1,170 construction jobs are expected to be created throughout the lifetime of the development along with those associated with the commercial space and management of the neighbourhood once the development is complete. The new households are predicted to spend £23.8 million per year. On the assumption that 75% of this household spend is with Manchester, this is a direct benefit of £17.8

million to the local economy. 1202 new homes would also create additional Council Tax revenue in the region of £1.98 million per annum based on 2021/22 prices.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. 85 new homes would be affordable on a shared ownership basis. Significant new areas of public realm, linkages and green spaces would be created as part of the development which would benefit existing and proposed residents as well as visitors to the area.

Environmental This would be a low carbon development in a highly sustainable location. The development would have limited on site car parking with residents encouraged to walk, cycle and use public transport as part of the travel plan. The car parking which would be provided would be fitted with an electric car charging point. Public realm, green spaces and linkages would contribute positively to the place making in the area. Over 100 new trees would be planted including along street frontages. This would improve biodiversity and create new habitats for wildlife. Surface water risk would be managed through green and blue infrastructure such as rain gardens and blue roofs which would attenuate the water at source. The site is known to be contaminated, however, the conditions are not unusual and do not present a risk to human health or the environment on the basis of an appropriate remediation strategy.

The height, scale and appearance of the buildings would contribute positively to the area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking and wind conditions are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description

This 2.7 hectares site is bounded by Gould Street, Williamson Street, Bromley Street and Bilbrook Street. To the south are commercial, light industrial and car parking uses.

The site is occupied by two, 24 hour, split level surface car parks separated by a 3 metre high section of retaining wall. There is a significant change in levels at the site over about 16m from the south west to the north.

The application site including split level surface car parking, telecommunication mast and remaining evidence of the former gas works

The upper level provides 600 parking spaces accessed via Bilbrook Street with 400 spaces on the lower level accessed via Gould Street.

There is a 55 metre telecommunication mast in the south eastern corner of the site and National Grid infrastructure in the centre comprising a Pressure Reduction Station (PRS) and compound area which controls the gas flow in the surrounding network.

The mast would be removed, and the National Grid infrastructure would be relocated within the site and is currently subject to a separate planning application (ref. 128431/FO/2020).

The surrounding area is dominated by the railway bridge and arches which are occupied by car garages and microbreweries. There is a large electricity substation operated by Electricity North West on land bounded by Gould Street, Williamson Street and the application site which is not part of this application site.

The site is part of the 'Northern Gateway Strategic Regeneration Framework' area, known as Victoria North, which would be transformed over the next decade through the delivery of 15,000 new homes, place making and infrastructure to support the City's population growth over the next 20 years.

A first phase of development is taking place around Angel Meadow delivering 756 homes (124120). Planning permission also exists for the development of the site to the east for 415 homes (114860), and a site at Victoria Riverside, for 634 homes (126944).

The area is highly sustainable. The Northern Quarter, Ancoats and NOMA are a short distance from the site and provide access to a wide range of retail, amenities and services along with a vibrant evening economy. Victoria Station provides access to trains, trams and bus services.

The site is not within a conservation area, however, the following listed buildings are nearby: Marble Arch Public House (Grade II), warehouse on the western corner of the junction with Simpson Street (Grade II), Sharp Street Ragged School (Grade II), Cooperative Press (Grade II), Union Bridge (Grade II) and Charter Street Mission (former Charter Street Ragged School and working girls home) (Grade II). The Lancashire and Yorkshire Railway Viaduct and Angel Meadow are considered to be non-designated heritage assets.

The site is not within the Greater Manchester Air Quality Management Area (AQMA) but is 120 m west of the AQMA along Rochdale Road. The site is in flood zone 1, where the risk of flooding is low. The River Irk is 140 m to the west and the land around it is in flood zone 3.

The Proposal

1202 homes are proposed following the removal of the telecommunications mast and buildings, car park booth and related infrastructure and all retaining walls. All ground gas infrastructure above and below ground would be removed. Contamination associated with the tar pits which were once beneath the gas holders would need to be remediated prior to development.

A residential neighbourhood would be created in nine buildings with 85 homes (7%) being affordable on a shared ownership basis. A park, landscaping and pedestrian links would be provided. There would be underground car and cycle parking.

The removal of approximately 1000 car parking spaces would remove a significant number of vehicle trips from the surrounding road network. 100 car parking spaces are proposed in total resulting in a net reduction in vehicle trips and carbon emissions. 1224 cycle spaces would be provided across the 9 buildings. The building would be designed to a high level of energy efficiency resulting in a low carbon development.

Image of the 9 buildings including public park and public realm

The development would be delivered across four main phases:

Phase 1

Phase 1 would be at the south west and comprise 160 homes in two buildings with 52 one bed, 89 two bed, 6 two bed townhouses and 13 three bed apartments. The buildings would be 6-8 storeys in height. There would be 41 parking spaces, including 4 disabled spaces, accessed from Gould Street and176 cycle spaces.

Pedestrian access would be via a public realm link running east/west from Gould Street to Bilbrook Street, known as 'The Lane' and a north/south link known as "The Gardens" down to the square and "The Park" (phase 3). There would also be access from the internal courtyard.

The residential accommodation would be accessible from the car park. 13 homes would have entrances onto Gould Street, The Lane and The Gardens.

Phase One – comprising of buildings A and B and associated public realm and landscaping

Phase 2

Phase 2 in the south east would provide 170 homes in buildings, C and D with 58 one bed and104 two bed apartments and 8 two bed townhouses. The buildings would be 6-8 storeys in height. There would be 42 parking spaces, including 4 disabled spaces, accessed from Bilbrook Street and 162 cycle spaces. Pedestrian access would be via 'The Lane' along the northern face of the building with additional entrances from the internal courtyard and car park area. The Lane and The Gardens would be activated by 12 properties which would have their own entrance.

Phase two – comprising of buildings C and D and associated public realm and landscaping

Phase 3

Phase 3 would be in the north west and provide 321 homes in buildings E and F including 77 one bed, 229 two bed and 8 three bed apartments, 6 two bedroom townhouses and one four bedroom townhouse. The buildings would be 9-18 storeys in height. 6 parking spaces would be provided, including 1 disabled spaces, accessed from Gould Street and 332 cycle spaces.

Pedestrian access would be via 'The Lane' along the southern face of the building with additional entrances from the internal courtyard. Only building F would be accessible directly from the car park. 16 properties would have their own entrances on The Lane, The Gardens and "The Park". Commercial space would be available in the north western facing The Park.

Phase three – comprising of buildings E and F and associated public realm and landscaping including The Park

Phase 4

Phase 4 would be at the north east and provide 551 homes in buildings, G, H and I with 245 one bed and 297 two bed apartments, 9 two bed townhouses and one four bed townhouse. The buildings would be 12-33 storeys in height. 11 car parking spaces would be provided, including 1 disabled space, accessed from Bilbrook Street, and 554 cycle spaces.

Pedestrian access to buildings G and H would be via 'The Lane' along the southern face of the buildings. Building I would be accessed facing The Park with additional entrances to all buildings from the internal courtyard. Buildings H and I would also be accessible from the car park but there would be no car park access from building G.

17 properties which would have their own entrance onto The Lane, The Gardens and Bilbrook Street. Commercial space would be available facing The Park.

Phase four – comprising of buildings G, H and I and associated public realm and landscaping

All the phases would provide private courtyards for residents. The public ream would comprise soft and hard landscaping and over 100 trees. Properties with their own front door would have a private terrace.

The new north/south link would be a 1:21 route that addresses the level change across the site and steps would provide an alternative route. The area would be characterised by soft landscaping planters, lawn and trees.

The east west link would provide a link from Angel Meadow and a public square would sit at the junction of The Lanes and The Gardens and would be animated by building entrances.

The Park would form a natural extension to Angel Meadow and provide links to Williamson Street. It would include landscaped terraces down to the viaducts and a circular lawn/open space which references the historic gas holders.

Masonry would be the dominant material. Red bricks would be used for phase 1, warm grey bricks and bronze toned panels for phase 2, grey bricks and Corten panels for phase 3 and oat brick and Corten panels for the tower.

Each apartment would have their own dedicated waste area which would be sufficient to store and recycle waste. Each building would have their own waste room which would be sufficient to store all the buildings waste requirements.

The planning submission

This planning application has been supported by the following information:

- Supporting planning statement;
- Tall buildings statement;
- Design and access statement, including residential standards;
- Landscape design and access statement;
- Affordable Housing Statement;
- Arboricultural Impact Assessment and Tree Survey;
- Archaeology and Heritage Desk Based Assessment;
- Bat Survey;
- Blue and Green Infrastructure Statement;
- Broadband Connectively Assessment;
- Construction and Demolition Plan, including construction waste management plan;
- Crime Impact Statement;
- Energy Strategy Report;
- Ecology Appraisal;
- Flood Risk Assessment and Drainage Strategy;
- Local Labour Agreement;
- Management Strategy;
- Statement of Community Involvement;
- Television Reception Survey Report;
- Viability Appraisal;
- Ventilation and Extract Statement; and
- Waste Management Strategy.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Socio-economics;
- Traffic and Transport;
- Townscape and Visual Impact;
- Noise and Vibration;
- Air Quality;
- Flood Risk and Drainage;
- Contaminated Land;
- Wind;
- Daylight, Sunlight and Overshadowing;
- Population and Human Health;
- Climate Change; and
- Cumulative Impacts.

Planning History

092751/FO/2010/N1: Remediation works including the excavation of and onsite treatment and disposal of: tar tanks and wells (including gas holders) and ammonia plant and condensers and treatment of ground contamination Approved 09.07.2010

Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of a Listed Building together with being an EIA development. Site notices were displayed. Notification letters have been sent to an extensive area of local residents and businesses.

The comments received can be summarised below.

Local residents/local businesses/public opinion

Seven objections have been received in respect of this matter. The comments can be summarised as follows:

- Public parking which is currently affordable and used by residents (who do not have allocated parking) and visitors to the neighbourhood to avoid fines from parking on street would be lost and some should be retained;
- There would be noisy construction work opposite existing residential accommodation which would not be insulated from the noise;
- The building would create a substantial amount of shade to nearby building in an already shaded area. Gould Street would become like Ludgate Hill in terms of light levels;
- 8-34 storeys, is too high and not suitable for this area and would disrupt the city scape. The 34 storey tower would contrast with the 10 storey maximum at the Meadowside development and other lower buildings in the area;
- It would be too dominant and may cause issues with air flow and natural daylighting to the surrounding areas and park;
- The materials do not reflect the existing materials in the area (converted tobacco factory) of red brick;
- The green space is limited and does not seem accessible to the public. It is located in a corner which will not be used by the general public and is likely to be gated with limited access;
- The site will need fully remediating and will involve transporting a lot of spoil from the site in a densely populated residential area. This needs to be done with minimum disruption and without closing any roads in the area.
- The Angel Meadows area has seen to extensive redevelopment and the construction management plans have been a disaster. An extensive cleaning plan of the area from Angel Street to Gould Street would be required. This is one of Manchester's largest sites in terms of units and would create a lot of dust and spoil. Weekly roadsweeping of jetwashing of the entire surrounding area is therefore needed to alleviate pressure on the area.
- The working hours should be sensitively managed. The site could cause nuisance to approximately 2,000 people and working hours should be limited to 08:30 - 18:00 Mon - Fri with no weekend working. This would limit the amount of nuisance caused to those working from home who have a right to peaceful enjoyment of their properties under Article 1, Protocol 1 of The Human Rights Act 1998;
- Concern regarding developing on a gas works site. There have been two significant gas leaks in the last two years which have required emergency

action. This is a large development on a site that has already proved to be unstable which is a safety concern;

- There has been a significant rise in traffic on Gould Street in the last year. It has become a rat run to avoid the roadworks on Great Ancoats Street and in January 2020 when Angel Street and part of the Inner Ring Road were closed traffic got diverted down Gould street and drivers got used to using it. The increase of traffic owing to this development would make living on this road intolerable. There is residential accommodation adjacent to the road and the congestion is already a concern. Residents with asthma has worsened over the last year;
- The top floor of the tobacco factory has bedrooms in the vaulted factory roof with bedroom windows in the sloped roof and face upwards. Residents in the proposal would be able to look directly into these bedroom widows affecting privacy. Reducing the height or moving the footprint further away would prevent a direct downwards sight line;
- Buildings facing Gould Street should not be higher than 50m to minimise loss of sunlight into the flats opposite.

Marble Arch Public House confirm that discussions have taken place with the applicant about their concerns regarding construction traffic and structural impacts of the development on the listed building. The applicant has confirmed that they are willing to restrict vehicle movements from the 'viaduct end' of Gould Street within their construction management plan. In addition, vibration monitoring equipment would be installed at the Marble Arch. These matters should be conditioned as part of the planning approval. In addition, to the above, consideration should be given to making Gould Street one way with a linear park/landscaping along its length.

Friends of Angel Meadows (FOAM) have questioned why there has been no full Environmental Impact Assessment demanded (with onsite core sample testing), instead submitting vague desktop hypothesizes which play down both impact and costs of a remediation suitable for residential redevelopment?

What health risks are there to local residents of the potential "hydrocarbons, cyanides, ammonias, Blue Billy compounds, heavy metals, toxins and asbestos" suggested as being present?

Where is the Transport Construction plan that gives the figures of vehicle journeys onto the site and how it will be accessed to complete both remediation and construction and will pollutant-laden traffic be permitted to access via Gould St entrance and the densely populated Angel Meadow residential area?

Aside of the number of vehicles needed to construct this "Newtown," how many additional nitrous oxide-polluting HGVs will be required to extract the toxic soil and how will this marry with MCC Clean Air commitments?

What is the timeframe for full site remediation and will the MCC demand it prior to development or will it be phased?

Why is residential development regarded as acceptable here before full knowledge is gained as to the actual developable status of the site?

How will MCC insure taxpayers (and future leaseholders) against problems arising with a hypothesis that the developer might have been liquidated or deny liability prior to completion?

Clearly the entire “viability’ assessment documents cannot reflect the scheme without a committed valuation on what the cost of full and indemnified remediation will be. The report also glosses over the impact of Covid-19 (and Grenfell reparations), using historic sales data that does not reflect the current stagnation of apartment sales in the UK and is therefore not fit for submission.

With continual loss of carparking following recent development, a solution is needed for existing residents’ parking for tradesmen and visitors. This lack of solution blights Angel Meadow with pavement parking a long-standing crime and safety issue not addressed by MCC.

How has emergency service access been considered in this scheme especially with only a narrow access route from Angel Meadow?

There is no planning permission for the application to operate a public car park from the site which has allowed them to generate an income and circumnavigate crime, security, landscaping and transport strategy normally demanded under democratic Planning Committee.

If this scheme does not progress in a reasonable timeframe, how will MCC ensure this site does not remain a social blight?

This scheme ignores the MCC obligations on 20% affordable housing quotas and there are no section 106 contributions to deliver the long promised wider Irk Valley vision.

Whilst visually this scheme looks measured and beneficial concerns have to be that it represents a profiteering of gaining planning permission on cheaply purchased land that will require a serious and committed developer to deliver.

Highway Services advise that the development is in a sustainable location with access to walking, cycling and public transport. The SCOOT operation in the area be reviewed and re-validated. A traffic regulations order review should be undertaken in the area to make any necessary changes to minimise on street parking issues. All of the car parking space would be fitted with an electric vehicle charging point. A car park management plan should be prepared and agreed. 100% cycle parking would be provided which is acceptable. A scheme of highways works shall be agreed.

Metrolink operate over brick arches on the opposite side of Williamsom Street and Bromley Street and planning conditions are recommended to ensure there is no impact on the structure and/or track.

Environmental Health recommends conditions regarding hours for deliveries and servicing, plant, fume extraction, construction management plan, lighting and control of glare, glazing specifications and acoustic insultation of the residential and

commercial accommodation. The waste management strategy has been reviewed and is acceptable. The air quality assessment is acceptable. Further investigations are required in respect of ground conditions. This should form a condition of the planning approval including a verification regarding contamination should be submitted on completion of the development.

Works and Skills Team recommend that a local labour scheme is a condition.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval together with a management regime and verification report.

Environment Agency no objection in principle. This is a sensitive location, in respect of controlled waters, made ground is underlain by glacial deposits comprised of fluvio-glacial sands and till designated a Secondary Undifferentiated aquifer which in turn are underlain by bedrock comprised of the 'Wilmslow Sandstone Formation' designated a Principle Aquifer.

Whilst previous site investigations have identified that glacial till is present within the western part of the development site, which indicates that the underlying principal aquifer may be afforded protection from the vertical migration of contaminants within the perched / shallow groundwater in the glacial deposits, glacial till is absent within the eastern part of the site and given the inferred groundwater flow is east within the glacial deposits it is likely that any groundwater with the glacial deposits will drain vertically into the underlying sandstone aquifer and therefore be vulnerable to pollution from former contaminative uses on site.

The site is not located within a Source Protection Zone. The nearest surface water course is the River Irk and is not considered to be at risk from the proposal. The primary receptors at risk are the shallow groundwater within the glacial deposits and deeper groundwater within the principal aquifer aforementioned.

The site was utilised as a gasworks from 1848 until the 1970s. The site is currently used for car parking and a pressure reduction station operated by Cadent Gas is in the centre of the site with a telecommunications mast on the eastern edge.

The former Gould Street gasworks has had been subject to various phases of remediation works with the last known remedial works completed in 2011. However, these works were constrained due to access issues, with the majority of past remediation works confined to the north of the site. It was stated at the time that further works would be required to investigate areas that were not currently accessible.

Given the time that has elapsed since the various phases of remedial works were completed, a review of previous remedial works will be required in line with current standards and guidance to determine whether any additional remedial works are required in areas which have already been subject to remediation efforts. Conditions should be imposed to minimise any risk to the below ground watercourses.

Whilst it is understood that the development would be completed in four phases, relevant conditions should not be utilising a phased approach in respect of this

matter. Groundwater remediation works may potentially extend across several phases of the site and this would need likely need to be undertaken as a singular package of work. Should further works identify that groundwater remediation is not required then consideration could be considered to a phased approach in relation to controlled waters.

Historic England have no comments.

Greater Manchester Ecology Unit (GMEU) have no objections on ecology grounds. The site has limited ecological value and the landscaping would enhance the ecology and landscape value of the area. There is a small bat hibernation roost in a railway arch at the northern boundary which would lost. This loss would not adversely effect the conservation status of bats provided suitable mitigation in the form of a new roost is provided and a planning condition should secure this. This mitigation measure would require a protected species license from Natural England.

Greater Manchester Archaeology Advisory Service (GMASS) the archaeology assessment demonstrates there is archaeological interest in below ground remains relating to the early gas works, upstanding remains of the gas works and potential for a heritage display to commemorate this significant industrial heritage site. A condition should explore this archaeology further and the landscaping scheme should incorporate features of the former gas works into its design.

Aerodrome Safeguarding has no objections and recommends informatives in respect of use of cranes.

Design for Security at Greater Manchester Police a condition should require the development to be carried out in accordance with the Crime Impact Statement.

Policy

The Development Plan

The Development Plan consists of:

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

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

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

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would deliver high quality homes and public realm in a highly sustainable location in a strategic regeneration area.

SO2. Economy – High quality homes in this sustainable location would support the economic growth of the city. The development would support local employment during the construction phases.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. The development is supported by a travel plan and 1224 cycle spaces. Street trees and planting would form part of the landscaping proposals.

Policy SP1 'Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Gould Street and Bilbrook Street within this strategic regeneration area. The buildings would provide a high quality addition to the street scene and complement existing and recent developments in the area.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– The proposal would provide homes close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality buildings and fills a significant gap site within the Victoria North regeneration area.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of Victoria North and Lower Irk Valley. It would be fully accessible with secure parking space for disabled people. On site car parking would be provided with a proportion of those being adapted for electric car charging.

Policy T1 'Sustainable Transport' - The site has access to all public transport modes.

Policy T2 'Accessible areas of opportunity and needs' - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy H1 'Overall Housing Provision' – This is a high-density development on a previously developed site in a highly sustainable location. There would be a range of accommodation and the larger apartments and townhouses would be attractive to families. The courtyards would include amenity spaces with adequate cycle and waste management arrangements which would support on site recycling objectives.

Policy H2 'Strategic Housing Location' – The proposal would develop a strategic site in Victoria North and add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with other sustainable features such as photovoltaics and sustainable drainage principles.

Policy H3 'North Manchester' – The proposal would provide high density accommodation with 65% being two, three and four bedroom and suitable to families.

Policy H8 'Affordable Housing' – a viability appraisal has demonstrated the proposal could provide 85 affordable homes on a shared ownership basis. This would be reviewed at a later date to determine any changes in viability.

Policy EN1 'Design principles and strategic character areas' - This high quality scheme would enhance the regeneration of the area.

Policy EN2 Tall Buildings must be of excellent design quality, appropriately located, contribute to sustainability and place making and bring regeneration benefits. They must complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. Suitable locations 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. This high quality development would have a positive impact on views into the City and the regeneration of the area.

Policy EN3 'Heritage' - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

EN4 'Reducing CO_2 emissions by enabling low and zero carbon development' –The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed along with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 'Target framework for CO_2 reductions from low or zero carbon energy supplies' - The buildings functions would seek to reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site.

Policy EN9 'Green Infrastructure' – Large areas of hardstanding mean the site is of low ecological and biodiversity value. The development would provide street tree planting and landscaping. Green infrastructure to the park and other areas of public realm would improve biodiversity.

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the trees and planting proposed represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of activities during construction. The proposal would remove 900 car parking spaces from the site resulting in a significant net reduction in vehicle trips. Other measures to minimise the impact of the operations of the development include on site travel plan, 1224 cycle provision and use of electric car charging points.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The historic use of the site as a gas works means there is evidence of below ground contamination which could impact on ground water at the site. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, 'Contaminated Land' – The ground conditions can be addressed. The former gas works require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – the waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

DM2 'Aerodrome safeguarding' the proposal are not considered to impact on aerodrome safeguarding at Manchester Airport.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure the on site affordable housing as required by policy H8 including mechanism to review the viability at an appropriate date in the future.

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

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

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

Saved policy DC19 'Listed Buildings' - The proposal would have minimal impact on the setting of nearby listed buildings.

Saved policy DC20 Archaeology states the Council will give careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

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

Saved policy E3.3- The proposal will provide a high quality building along Gould Street and would enhance the appearance of this important radial route in Victoria North.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

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

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

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

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

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

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

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

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

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

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

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 neighbourhood 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.

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "*shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England".*

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the wider New Cross area.

Indeed the strategic plan states that the growth of the City Centre "*has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and*

proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy"

The expansion of the City Centre to include areas such as Northern Gateway (now Victoria North) is vital in terms of delivering the City's growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that the Northern Gateway (Victoria North) can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas such as NOMA, New Cross and the Irk Valley within the City Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

Manchester Northern Gateway Strategic Regeneration Framework (2019)

The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13 February 2019 and is a material consideration in the determination of this planning application.

The SRF proposes seven interconnected neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and, Eggington Street and Smedley Dip.

The regeneration of the Northern Gateway will need to effectively integrate these neighbourhoods, providing critical connections and achieving high-quality place making, to ensure comprehensive regeneration in the north and east of the city. The SRF sets out a vision to deliver approximately 15,000 homes supported by social and physical infrastructure including a new City River Park which will connect Queens Park and Angel Meadow.

The application site is located within the proposed New Town neighbourhood. The vision for the area is a residential led neighbourhood with an opportunity to establish a range of higher density housing types and tenures and non-residential active frontages at ground level on key routes. Whilst developments would be predominately apartment led, the SRF outlines that there would be opportunities for townhouses and accommodation suitable for families.

The SRF outlines that there would be an opportunity for a tall landmark building to the north of this site together with an opportunity for greater linkages through the viaduct and a green links to Rochdale Road. The scale of developments around the Marble Arch should be 6 storeys to respect its heritage value.

Public realm and place-making potential that needs to be addressed including providing amenity open space, green links, activating the railway arches and enhancing the public realm around heritage assets including Marble Arch Square and Union Square.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework, which has now been superseded by the Northern Gateway SRF, sought to guide future development in the area as part of establishing new developments and supporting public realm, highways and other infrastructure as part of a residential led neighbourhood.

The framework established core principles that sought to complement adjoining regeneration areas and coordinate with the principles established within the frameworks of these areas. The idea of connectivity from the City Centre and NOMA to areas and existing communities of Collyhurst in the north together with New Cross to the east and Angel Meadow to the south was seen as vitally important as part of improving connections, new development and high quality public realm.

North Manchester Strategic Regeneration Framework (SRF) (October 2012)

This document was prepared to guide the future regeneration and development of north Manchester. Within this document, the application site is located between the City Centre fringe and the inner core.

For developments within the City fringe area, the SRF states that developments should contribute to the growth of the City and be high density, accommodating a mix of uses.

The priority for North Manchester is to support to the growth of the City Centre by ensuring a coordinated approach and making the most of land available for high density developments. Furthermore, the document states that there should be a mix of uses with offices, residential located alongside leisure and retail uses.

With regards to the inner core, this is an area of housing led transformation. This will focus on utilising underused land and connect areas such as Collyhurst and Lower Irk Valley to the advantages of the City Centre. The document also outlines that over 2000 new homes will be delivered in this area as well as complementing proposals within the NOMA area and other northern gateway proposals

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development.* The document clarifies that the '*objective*

of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 '*Delivering a sufficient supply of new homes'* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'* (paragraph 59).

Para 64 states that at least 10% of housing is for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would see the redevelopment of a brownfield site in a key regeneration area for 1202 new homes, 85 (7%) of which would be affordable and available on a shared ownership basis. A mixture of one, two, three and four bedroom accommodation would be available at the site catering for all family sizes and needs. The level of affordable housing has been the subject of an independent viability assessment and would be reviewed again a future date to determine if any additional affordable housing could be provided.

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

The proposal has been carefully designed to be safe and secure. Cycle provision is well catered for at the site and along with limited car parking. Disabled residents would have access to disabled car parking. New public realm and park area would provide outdoor recreation for existing and proposed residents.

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

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

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

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

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

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

Within this context, applications for development should:

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

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

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

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

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

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

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

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

Planning decisions should:

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

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

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

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

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

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

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

Low levels of onsite parking would be provided as part of the overall sustainable transport strategy, with the overall objective being to reduce car journeys to the site as well as being supported by electric car charging technology supporting the shrift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places'* states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this'* (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the

development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

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

The design for the buildings would be highly quality and complement the distinctive architecture within this part of the city centre. The buildings would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management measures included within the public realm and place making.

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

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

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

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Section 16 '*Conserving and enhancing the historic environment'* states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

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

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

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

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

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

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

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

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

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

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be

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

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings

- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

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

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

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

Other legislative requirements

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

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

Environmental Impact Assessment The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Socio-economics;
- Traffic and Transport;
- Townscape and Visual Impact;
- Noise and Vibration;
- Air Quality;
- Flood Risk and Drainage;
- Contaminated Land;

- Wind;
- Daylight, Sunlight and Overshadowing;
- Population and Human Health;
- Climate Change; and
- Cumulative Impacts.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City’s economy recovers post-pandemic, more homes are required to fuel and complement it.

Manchester’s population has increased by 19% since 2001, with the city centre population growing from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population is critical to maintaining continued growth and success.

The Northern Gateway SRF has been identified for high density housing and this development would deliver a variety of housing types and be attractive to families. The proposal would be one of the first key proposals in this area and would build on what has commenced around Angel Meadows.

The transformation of this vacant brownfield site would provide new homes in a highly sustainable, well-connected location with new linkages and enhanced public realm. The new homes and commercial activities would bring significant new footfall and activity and complement NOMA and nearby neighbourhoods.

1202 homes would be provided in one, two and three-bed apartments and townhouses and would be suitable to families. The sizes would be consistent with the City's space standards with all one bed apartments being suitable for 2 people. The proposal would also provide 85 onsite affordable homes (equating to 7%) available on a shared ownership basis.

Nine buildings would be developed in 4 phases ranging in height from 8 to 34 storeys. Active ground floor uses would animate Gould Street and Bilbrook Street. New areas of public realm and east/west and north/south pedestrian links would improve access to other areas of Victoria North.

This £220 million development would form an important catalyst in the regeneration of the Victoria North and the Lower Irk Valley connecting residential areas such as Collyhurst, and underutilised parts of the Lower Irk Valley, to the City Centre. This would help realise the visions set out in the various development frameworks for the area as underpinned by policy SP1 of the Core Strategy.

The development would deliver significant economic and social benefits including the creation of approximately 1,170 construction jobs for the duration of the construction. The GVA associated with these jobs would be £82.3 million per year.

There would also be employment associated with the operations of the development and it is anticipated that between 10 and 13 jobs would be created in the commercial units. The GVA associated with these jobs would be between £537,000 to £678,000 per year. A local labour agreement should be a condition to ensure that the economic and social benefits of the proposal are fully realised.

The new households would spend around £23.8 million per year. On the assumption that 75% of this is within Manchester, this is a direct benefit of £17.8 million to the local economy. 1202 new homes would also create additional Council Tax revenue estimated to be £1.98 million per annum based on 2021/22 prices.

Given the current use of the site as a surface level car park, telecommunication mast and gas infrastructure, the socio-economic benefit associated with the development are significant and would remove an underutilised site and support economic and population growth which would create jobs and increase local spending and taxation.

It is considered that the development would be consistent with the regeneration frameworks 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 sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

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 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 1202 new homes predominately for open market sale. The delivery of homes and the regeneration of Victoria North area is a key priority for the Council.

The proposal would develop a contaminated, brownfield site that is currently a car park that contains a 55 metre telecommunications tower and National Grid infrastructure which requires relocation. The site currently makes little contribution to the area. A high quality development is proposed, all accommodation would comply with the Residential Quality guide, active frontages would enliven Gould Street and Bilbrook Street with public realm, recreational space, pedestrian links and tree planting. All these matters have an impact on the scheme's overall viability.

A viability report has been submitted, which has been made publicly available through the Councils public access system. This has been independently assessed on behalf of the Council. This has concluded that 85 (7%) of the new homes at the development would be affordable on a shared ownership basis. A benchmark land value of £6,737,054 is within the expected range based on comparable evidence. The Gross Development Value would be £324,558,546 which would give a profit of 19.9% on cost, 16.59% on GDV.

On this basis, the scheme could not support a contribution greater than 7%. This would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement including the phased delivery of the new affordable homes.

The viability would also be subject to review at an agreed future date to determine any uplift in market conditions which may improve the viability and secure an additional contribution towards affordable housing in line with the requirements of policy H8.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in a highly sustainable location with excellent access to public transport.

Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

The removal of around 1000 parking spaces would reduce the number of vehicle trips and emissions in the area. Around 1782 annual average daily traffic movements would be removed from Gould Street compared with around 757 annual average daily traffic movements when developed. There would be 8% on site parking, minimising vehicle emissions and ensuring the development would not materially adversely impact on air quality conditions. All parking spaces would be fitted with an electric vehicle charging point.

A travel plan would encourage residents to take advantage of nearby public transport and reduce vehicle trips. There would be 100% secure cycle storage provision.

New pedestrian pathways would connect Gould Street and Bilbrook Street, Gould Street and Bromley Street and Bromley Street and the southern edge of the site.

The building fabric would be highly efficient with high performance glazing to reduce heat gains and mechanical ventilation. The building would operate from a low carbon energy supply with heating and domestic hot water provided by a hybrid system of air source heat pumps (41%), gas boilers (16%) and a combined heat and power (CHP) system (43%). As the grid decarbonises, and it becomes both cheaper and sustainable to use electricity, the energy/carbon strategy for the development is to phase the gas out of the scheme and replace with an all-electric system. A strategy for the phasing out of the gas would be agreed as part of the planning conditions.

Whilst formal changes to Building Regulations has not been published, if the most up-to-date format for calculating grid carbon efficiency is factored in and the development achieves ongoing carbon reductions delivered by grid-scale infrastructure, the proposal could achieve a 20-30% betterment against Part L 2013. However, the overall strategy is to achieve a 36.1% betterment against Part L 2013.

Policy EN6 requires new dwellings to achieve a 9% reduction in carbon against Part L 2013 of the Building Regulations (15% reduction on Part L 2010). A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

A 9% betterment against the target emission rate equates to 1,046,099 kg target emissions rate (13.2 kg of carbon per sqm per annum). A 36% betterment against the target emissions rate in the proposal equates to 734,046 kg (9.31 kg of carbon per sqm per annum). This is a carbon saving of 312,052 kg of carbon (312 tonnes) per annum against the Core Strategy requirement.

New green infrastructure includes landscaping, trees, including street trees and wildlife habitats to improve biodiversity against existing conditions. This would include 7949 sqm of soft works, including The Park, ornamental planting, front gardens, shrubs, green roofs and other planted areas. The outline drainage strategy includes blue roofs and rain gardens to all 9 buildings. Along with other areas of soft landscaping within the public realm, this would help to minimise surface water discharge rates

Townscape and visual impact Assessment

Computer modelling has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013*.

The magnitude of the impacts (both beneficial and adverse) are identified in the assessment as very large, large, moderate, slight or neutral.

16 key viewpoints (including cumulative impacts shown in wire lines) were considered in the townscape assessment as follows:

Viewpoint 1: View from Angel Meadows central pathway (facing east)
Viewpoint 2: View from Bromley Street footway (facing south west)
Viewpoint 3: View from the junction of the A664 Rochdale Road/Gould Street (facing north west) (context of grade II listed Marble Arch Pub)
Viewpoint 4: View from the A664 Rochdale Road (facing south west)
Viewpoint 5: View from Livesey Street (facing west) (setting of Grade II listed St Patricks RC church)
Viewpoint 6: View from the A664 Rochdale Road at the junction with Peary Street (facing south west)
Viewpoint 7: View from Sherratt Street (facing north west) (setting of Grade II listed Victoria Square and Ancoats Conservation Area)
Viewpoint 8: View from Roger Street (facing east)
Viewpoint 9: View from the junction of Corporation Street/Miller Street (facing north east) (from Victoria Rail Station and setting of Grade II Parkers Hotel)
Viewpoint 10: View from the junction of Cheetham Hill Road/St Chads Street (facing east) (setting of Grade II Listed St Chads Church and Knowsley Hotel)
Viewpoint 11: View from Barney Steps Bridge (facing south west) (elevated city view from PRoW);

Viewpoint 12: View from Sand Street Park (facing south west) (elevated city views from public open space)
Viewpoint 13: View from the junction North Street/Cheetham Hill Road (facing south east)
Viewpoint 14: View from Queens Road bridge (facing south-west) (elevated views from pedestrian entrance to Queens Road tram stop)
Viewpoint 15:View from Park view/entrance to Queens Park (facing south) (main entrance to Grade II listed Park and garden)
Viewpoint 16: View from Cathedral approach (facing north east)

The effect of the development on the above viewpoints can be summarised as follows:

Viewpoint 1 is an open view across a grass area with mature trees to the boundaries which enclose the park. There is a clear view towards the site which is currently obscurely by the hoarding associated with the Meadowside development which is also visible from within the park. The view demonstrates the level changes across the park towards the site. Angel Meadow is significant as a historic green space.

Viewpoint 1: View from Angel Meadows central pathway (facing east) (existing)

The view has a medium level of sensitivity, viewed in the context of Angel Meadow, with the overall effect being minor adverse resulting in a low level of change to the character of the area.

The development would dominate the view and would be highly visible from within Angel Meadow. However, the development would be largely obscured from view in

the cumulative scenario by the tower associated with Meadowside development (for which construction is yet to commence).

The proposal would provide a positive benefit to the setting of the park by providing a sense of enclosure on Gould Street. The scale, massing and materiality would result in a high quality development and would be a positive addition to the area. The level of impact on this view is therefore not considered to be significant.

Viewpoint 1: View from Angel Meadows central pathway (facing east) (proposed)

Viewpoint 2 provides long range views of the city centre skyline and clusters of tall buildings and cranes are evident. This is in contrast to the poor quality development in the foreground with low quality single and two storey industrial buildings, varying quality of boundary treatment and over grown vegetation.

Viewpoint 2: View from Bromley Street footway (facing south west) (existing)

The view has a low level of sensitivity due to low quality buildings and glimpsed distanced views of the city centre. The overall effect is judged to be minor adverse resulting in a low level of change to the character and appearance of the area.

The proposal would result in a substantial amount of development within the view. This would enhance the character of the area and contribute positively to the regeneration of the SRF area. The scale and appearance would contribute positively to the emerging character and scale in the area and would form a cluster of developments in the Lower Irk Valley, as can be seen in the cumulative scenario.

Viewpoint 2: View from Bromley Street footway (facing south west) (proposed)

Viewpoint 3 is from Rochdale Road looking towards Gould Street and into the Lower Irk Valley. It is dominated by the grade II Listed Marble Arch Inn which is Victorian façade, detailing and chimney. Modern residential buildings flank the opposite side of Gould Street. The remainder of the view consist of low rise commercial buildings and scrub vegetation.

Viewpoint 3: View from the junction of the A664 Rochdale Road/Gould Street (facing north west) (context of grade II listed Marble Arch Pub (existing)

The view has a low level of sensitivity and the overall effect is negligible adverse resulting in only a discernible change to the character and appearance of the area.

The height and massing would clearly be evident and seen within the setting of the listed building. The contemporary nature of the buildings, and its materiality, would contrast with the listed building ensuring that the significance of the building remains legible and clearly understood. The proposal in the cumulative scenario forms a cluster of new buildings in this area improving the overall quality of the streetscape.

Viewpoint 3: View from the junction of the A664 Rochdale Road/Gould Street (facing north west) (context of grade II listed Marble Arch Pub (proposed)

Viewpoint 4 is dominated by the significant width of Rochdale Road looking towards the city centre which forms the backdrop to the view. Mature trees line the right hand side view and obscure low rise commercial buildings and surface level parking.

Viewpoint 4: View from the A664 Rochdale Road (facing south west) (existing)

This view has a medium level of sensitively with the overall effect of the development judged to be negligible/neutral, resulting in only a discernible change to the character and appearance of the area.

The proposal would have a limited/neutral impact on the view due to the heavy screening provided by dense tree coverage. The phase 4 tower would be evident and provide a strong vertical element and contribute the cityscape.

Viewpoint 4: View from the A664 Rochdale Road (facing south west) (proposed)

Viewpoint 5 is characterised by low rise residential dwellings. The cityscape forms the backdrop across a surface level car park. The site is not immediately legible in the view due to mature trees fronting Rochdale Road. However, the telecommunications mast provides a marker to identify the site within this context.

Viewpoint 5: View from Livesey Street (facing west) (setting of Grade II listed St Patricks RC church) (existing)

The view has a low level of sensitively and the effect of the development would be minor adverse resulting in a small change to the character and appearance of the area.

The proposal would add a significant amount of new development to the view highlighting the growth of the city centre into the area. In particular, phase 4 would provide a landmark building which would positively add to the area and cityscape.

Viewpoint 5: View from Livesey Street (facing west) (setting of Grade II listed St Patricks RC church) (proposed)

Viewpoint 6 is dominated by low quality buildings and infrastructure on Rochdale Road. This is a key gateway into the city centre and the taller building and development can be seen in the background. Views towards the site are evident including the hard standing associated with the car park and telecommunication tower. The view currently detracts from the quality of the area.

Viewpoint 6: View from the A664 Rochdale Road at the junction with Peary Street (facing south west) (existing)

The view has a low level of sensitively and the effect of the development is minor neutral resulting in a discernible change to the character and appearance of the area.

The proposal would add positively to the character and appearance of this view and demonstrate the extent of regeneration activity in the lower Irk Valley and growth of the city centre. The phase 4 tower would clearly be evident with the lower buildings of other phases which would be high quality.

Viewpoint 6: View from the A664 Rochdale Road at the junction with Peary Street (facing south west) (proposed)

Viewpoint 7 is within the Ancoats conservation area looking across Oldham Road and into New Cross. The Lower Irk Valley and the site is not visible. Victoria Square, a grade II listed apartment building, is located to the right-hand side of the view. Anita Street, a tight packed series of terrace properties, is located to the left of the view.

Viewpoint 7: View from Sherratt Street (facing north west) (setting of Grade II listed Victoria Square and Ancoats Conservation Area) (existing)

The view has a medium level of sensitively and the effect of the development would be minor neutral resulting in a discernible change to the character and appearance of the area.

The change would be noticeable particularly the tall element. This would not have a perceptible impact on the listed building or the conservation area which would remain legible and understood in their immediate context. The proposal would add to the city views and the regeneration of Victoria North.

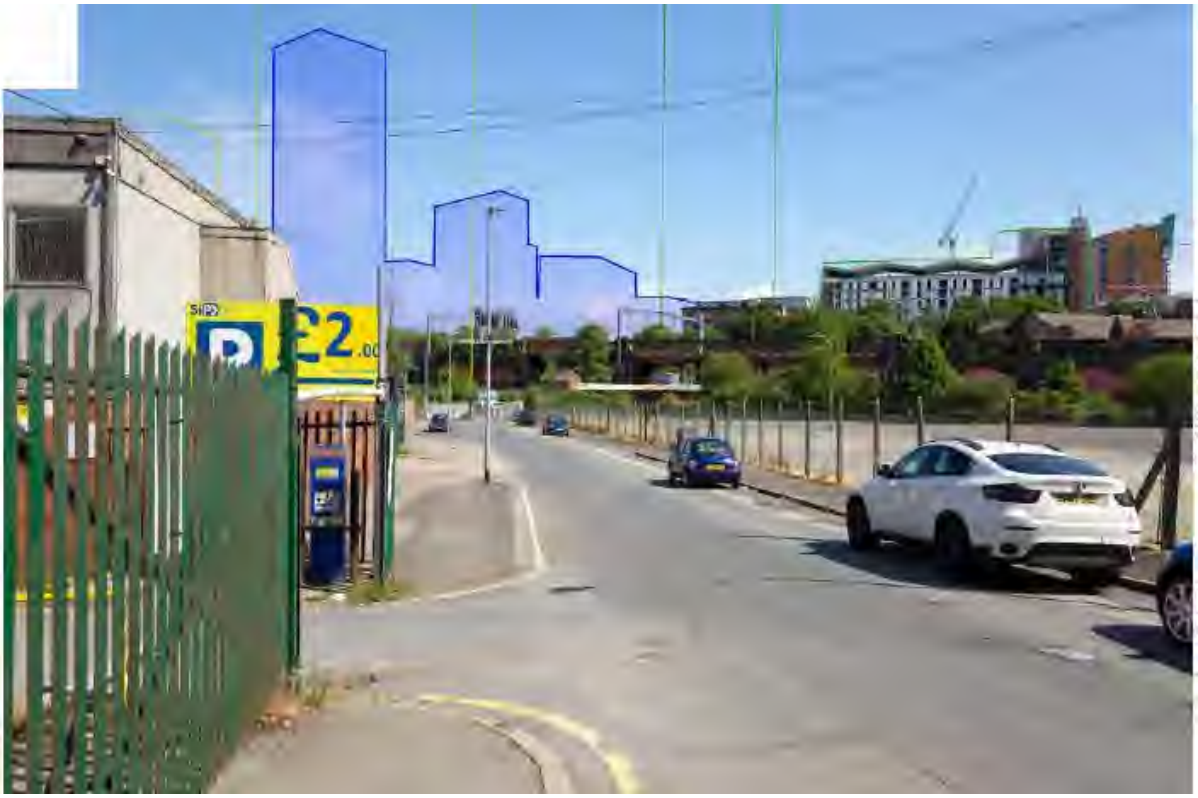
Viewpoint 7: View from Sherratt Street (facing north west) (setting of Grade II listed Victoria Square and Ancoats Conservation Area) (proposed)

Viewpoint 8 is taken from the eastern entrance to Roger Street. Surface and on street parking dominate the view with infrastructure and signage. The railway arches dominate the background and provide a link through towards the site.

Viewpoint 8: View from Roger Street (facing east) (existing)

The view has a low level of sensitively with the overall effect of the development being minor adverse resulting in a small change to the character and appearance of the area.

The proposal would be prominent and add positively to the cluster of development in this part of Victoria North and realise the vision with the SRF. The high-quality nature of the building would be evident.



Viewpoint 8: View from Roger Street (facing east) (proposed)

Viewpoint 9 is located at a key city centre junction and is dominated by the grade II listed Parkers Hotel which contrasts with One Angel Square. This view represents the changing characteristics of the city centre and the development that has taken place within it along with the future plots. The site is between the buildings behind the Meadowside development which is currently under construction. Ashton House, grade II listed, is in front of the Meadowside development along with tree planting.

Viewpoint 9: View from the junction of Corporation Street/Miller Street (facing north east) (from Victoria Rail Station and setting of Grade II Parkers Hotel) (existing)

This view has a medium level of sensitively with the effect being negligible/neutral resulting in a discernible change to the character and appearance of the area.

The development would be visible but within the emerging context of Meadowside. The proposal would be consistent with the areas urban character and complement the architecture and materiality.

Further consents at NOMA would add to the cluster of modern buildings. The setting of the listed hotel would be affected but its significance would remain legible and understood and any harm would be outweighed by the significant regeneration benefits of this scheme.

Viewpoint 9: View from the junction of Corporation Street/Miller Street (facing north east) (from Victoria Rail Station and setting of Grade II Parkers Hotel) (proposed)

Viewpoint 10 from Cheetham Hill Road looking down St Chads Street provides glimpsed views towards the Lower Irk Valley. The grade II listed St Chad Church is located to the right of the view. Its setting is compromised by the poor-quality buildings and signage hoarding surrounding the site in this location.

Viewpoint 10: View from the junction of Cheetham Hill Road/St Chads Street (facing east) (setting of Grade II Listed St Chads Church and Knowsley Hotel) (existing)

The view has a medium level of sensitively with the effect being minor adverse resulting in only a small change to the character and appearance of the area.

The proposal would be highly visible and would change the backdrop of the listed church. The environs to the listed church are currently poor and the proposal would be a high-quality addition to the view and would demonstrate the expansion of the city centre. The setting of the church would be legible and understood.

Viewpoint 10: View from the junction of Cheetham Hill Road/St Chads Street (facing east) (setting of Grade II Listed St Chads Church and Knowsley Hotel) (proposed)

Viewpoint 11 is from the bridge overlooking the former railways sidings along St Catherine forest. The view provides a unique cityscape view from above the tree canopy with tall buildings, cranes and developments in view such as One Angel Square, the CIS tower, New Century Hall and the Cooperative Wholesale Society Building. The view is not readily appreciated due to limited access to this area.

Viewpoint 11: View from Barney Steps Bridge (facing south west) (elevated city view from PRoW) (existing)

This view has a medium level of sensitively with the effect being negligible/neutral adverse resulting in a discernible change to the character and appearance of the area.

The proposal would be noticeable and create a prominent feature altering the composition of the view. The high-quality architecture and materiality would help to mitigate this impact. The tower would be the most prominent feature and would complement the Victoria Riverside development in the cumulative view. The profile of the emerging context would be legible and understood and would represent the growth in the area.

Viewpoint 11: View from Barney Steps Bridge (facing south west) (elevated city view from PRoW) (proposed)

Viewpoint 12 is from Sand Street Park, a small elevated green space with a central artwork that provides views across the Lower Irk Valley. The view is dominated by the parkland a backdrop of the city above the tree canopies. A number of developments can be seen – One Angel Square, the listed CIS tower and the residential tower 'Emmeline'. As this is a view towards the city centre, construction activity is evident.

Viewpoint 12: View from Sand Street Park (facing south west) (elevated city views from public open space) (existing)

This view has a medium level of sensitively and the overall of the development is negligible/neutral adverse resulting in a discernible change to the character and appearance of the area.

The proposal would be a positive addition to an emerging context of taller buildings. This is clearly evident in the cumulative scenario where the building would be seen alongside the North View and Victoria Riverside developments.

Viewpoint 12: View from Sand Street Park (facing south west) (elevated city views from public open space) (proposed)

Viewpoint 13 is located at Manchester Fort and the retail units and low-rise commercial building dominate the view. The view is mainly appreciated by transit by those travelling towards the city centre and upper sections of the CIS tower, Moda and Skyline Central can be seen in the background.

Viewpoint 13: View from the junction North Street/Cheetham Hill Road (facing south east) (existing)

This view has a low level of sensitively and the effect of the development is negligible/neutral adverse resulting in a discernible change to the character and appearance of the area.

The development would form a cohesive design and form part of a cluster of emerging tall buildings which is evident in the cumulative scenario. The foreground would remain intact and the development would provide long range views of the city centre.

Viewpoint 13: View from the junction North Street/Cheetham Hill Road (facing south east) (proposed)

Viewpoint 14 is at Queens Road Tram Stop towards the city centre. Low rise industrial building and tram infrastructure dominate the foreground and the urban context of the high rise city centre buildings can be seen in the background across the Lower Irk Valley. The heritage assets within the view are the listed tower for the Church of St Peter (the Halle building), the CIS tower and the City Police Courts.

Viewpoint 14: View from Queens Road bridge (facing south-west) (elevated views from pedestrian entrance to Queens Road tram stop) (existing)

This view has a low level of sensitively and the overall effect of the development is negligible/neutral adverse resulting in a discernible change to the character and appearance of the area.

The proposal would be a noticeable addition to the cluster of tall buildings emerging in the city skyline. The tower would be the dominant feature and its high-quality architecture would differentiate it from others in the view. The proposal would be a positive addition and the city skyline and deliver upon the objectives of the SRF.

Viewpoint 14: View from Queens Road bridge (facing south-west) (elevated views from pedestrian entrance to Queens Road tram stop) (proposed)

Viewpoint 15 at the entrance gates of Queens Park, provides views across Queens Road towards the city centre. The Queens Road Bridge and tree canopy obscure the view to a degree, however, this helps to frame a taller building in the view.

Viewpoint 15:View from Park view/entrance to Queens Park (facing south) (main entrance to Grade II listed Park and garden) (existing)

This view has a medium level of sensitively and the effect of the development is negligible/neutral adverse resulting in a discernible change to the character and appearance of the area.

The majority of the proposal would not be readily appreciated due to the tree canopy. The tower would be perceptible in the cluster of other tall buildings within the emerging cumulative scenario and overall the effect is considered to be neutral.

Viewpoint 15:View from Park view/entrance to Queens Park (facing south) (main entrance to Grade II listed Park and garden) (proposed)

Viewpoint 16 is from the construction site of 100 Embankment providing an open and elevated view of this part of the city centre and the cluster of tall buildings. The building height, massing appearance demonstrate the change in scale and character of this part of the city centre.

Viewpoint 16: View from Cathedral approach (facing north east) (existing)

This view has a low level of sensitively and the effect of the development is neutral with no change to the view. The proposal would be embedded into the cityscape and has a limited impact.

Viewpoint 16: View from Cathedral approach (facing north east) (proposed)

The development would be significant in these views but in most cases would improve the skyline through its architecture, scale, massing and materiality. There are instances where it would change the setting of listed buildings and non-designated heritage assets. However, this would be mitigated by the benefits of the proposal through the addition of new homes, place making and high quality architecture at a poor quality site within an underutilised part of the city centre.

The proposal would also offer a high level of sustainability and be a low carbon development together with cycle and electric car infrastructure as required by policy EN2 of the Core Strategy.

Impact of the historic environment and cultural heritage

The site is not in a Conservation Area and there are no listed buildings or structures within the site. The development could affect nearby listed buildings.

The urban grain around the site is a mixture of low quality car parking, cleared sites and industrial buildings, dominated by the railway arches. The nearest homes are under construction around Angel Meadows and around New Mount Street.

The site was formerly occupied by a gas works. Whilst the majority of the historic buildings have been removed, a number of features remain, including the exterior walls of Retort House facing Gould Street with the ashlar pediment of the original gas works office containing a sculpture of the crest of Manchester, which was retained as a feature but now in a poor condition.

To the south are four brick built chambers with elliptical vaults, rusticated stone piers and ashlar key stones. These chambers are set into the retaining wall at the rear of the site. Historically these would have supported part of the internal railway.

The site also contains more modern development with a lattice frame communication tower and significant hard standing associated with the surface parking.

A heritage assessment has assessed the impact on nearby listed buildings and non-designated heritage assets as required by paragraph 128 of the NPPF. The impact on their setting was also evaluated in the 16 townscape assessment views.

The listed buildings which are deemed to be affected by the development are:

Marble Arch Inn (Grade II) is situated 45 metres to the south of the site at the eastern corner of Gould Street and Rochdale Road. The significance of the building is derived from its architectural façade, which includes pink granite cladding, terracotta cornice and tall corniced chimneys. The interior of the building is also highly decorative which adds to the overall significance of the building. The setting of the building has become eroded with the loss of the buildings associated with the former gas works which abut the site to the north.

Warehouse on West Corner of Junction with Simpson Street (Grade II) is located 115 metres from the site and date back to the 19th Century. The building is of architectural and historical significance. The building is enclosed by former commercial buildings and has no physical relationship with this site but forms part of a cluster of buildings of this nature which are situated in the grid iron network of streets in this part of the city centre.

Cooperative Press (Grade II) is located 150 metres from the site and date back to the 19th Century. The building is of architectural and historical significance. The building is enclosed by former commercial buildings and has no physical relationship with this site but forms part of a cluster of buildings of this nature which are situated in the grid iron network of streets in this part of the city centre.

Sharp Street Ragged School (Grade II) is a former school and mission building to the south east, separated by the viaduct and Angel Meadows. The building is enclosed by former commercial buildings and has no physical relationship with this site but forms part of a cluster of buildings of this nature which are situated in the grid iron network of streets in this part of the city centre.

The non-designated heritage assets in the area include:

Lancashire and Yorkshire Railway Viaduct (non-designated heritage asset) carries the railway across the area and is a dominant feature within the local area. The structure is of simple and standard design and is not considered to be of any significant architectural merit.

Angel Meadows is a local green space located beyond the viaduct. It has no heritage designation but is of local historic interest having been created from the cleared site

of the late 18th century St Michaels Church and churchyard and the mid-19th century 'new burying ground'. The area was also the subject of a L.S.Lowry painting.

Remnants of the former 19th century gas works include the boundary walls incorporating remains of structures along Gould Street, the re-sited pediment from the early nineteenth century gas works offices containing the crest of the City of Manchester; and arched chambers along the southern site boundary also require consideration.

The heritage report outlines that the boundary walls have limited value given that they do not allow the legibility of the historic character of the site to be understood. In terms of the arched chambers, the heritage report outlines that they are of industrial interest and are ornate structures but have overall low architectural and evidential interest.

The heritage report states that pediment dates back to 1824, is in a poor condition due to erosion and has low architectural and historic interest as a physical remnant of the works.

The heritage assessment has considered the impact on the historic environment.

The scale of the impact and the impact on the significance of the heritage asset has been judged to result in a low level of harm to the setting and significance of the heritage assets. This has been considered against the relevant tests within the NPPF. There would also be some heritage benefits from the removal of this vacant site from the setting of these heritage assets together with enhancements through landscaping and place making.

The key conclusions and impact on the significance of the heritage assets is summarised as follows:

Marble Arch Inn (Grade II) – The proposal would change to the setting of the listed building reinstating the building line along Gould Street and forming a new background to the building from Rochdale Road (view 3). The scale of the proposal is substantially greater than the current use of the site and the former use as a gas work which means it would be visible above the listed building roof line and chimney.

The scale of the buildings is in line with other modern developments in the area and those emerging as part of the SRF. The sites topography would minimise the impact of the tallest elements of the development (i.e. phase 4), ensuring that they do not appear overly dominant and provide a sense of space to the listed building.

High quality architecture and an improved public realm would replace the low quality appearance of the surface car park and telecommunications mast. This would have positive benefits to the setting of the listed building. The proposal would therefore result in a low level of harm to the Marble Arch Inn.

*Warehouse on West Corner of Junction with Simpson Street (Grade II), Cooperative Press (Grade II) and Sharp Street Ragged School (Grade II) – T*he listed buildings

are physically separated from the site but can be seen in the same context. The site currently has a neutral impact on their setting and could benefit from improvement.

The proposal would introduce a development of scale within their setting, on a vacant site and alter the experience of them approaching from the east as well as views from within their setting. The listed buildings would, however, remain legible and understood with the re-introduction of the coherent building line to Gould Street improving their setting and the experience of those using Gould Street where they can be seen from. The proposal would therefore have a low level of harm to these listed buildings.

Lancashire and Yorkshire Railway Viaduct (non designated heritage asset) is a substantial structure. Given its scale and dominance, it would remain understood as a piece of rail infrastructure within the area. The 34 storey tower would be higher than the viaduct. The high quality architecture and place making would minimise any impact on the viaduct. The proposal would therefore have a low level of harm to the viaduct.

Angel Meadows is on the opposite side of Gould Street site, and the impact can be understood from view 1. The impact on Angel meadow would be largely obscured in the cumulative scenario by development at Meadowside. The re-instatement of the building line to Gould Street and the removal of the car park would benefit the setting of Angel Meadows. The residents of the development would benefit from the close proximity to this green area and enjoy and appreciate its local historical value. The proposal would therefore result in a low level of harm to Angel Meadows.

Remnants of the former 19th century gas works the proposal would see the removal of the features. These have some historical value in terms of the workings and appearance of buildings associated with the former use but they do not provide a full legible understanding of the gas works and are limited architecturally in the absence of a complete building. The loss of the features would result in a low level of harm. There would be archaeological surveys and recording as part of the site as well as providing a commentative feature within the site in reference to the former gas works.

This major development would be seen in the same context of a number of heritage assets. It would, in most instances, result in a low level of *less than substantial harm,* as defined by paragraph 196 of the NPPF, to the setting and significance of the identified heritage assets. However, in each instance the heritage assets would remain legible and understood and outweighed by the substantial regeneration benefits that this development would bring. It is considered that this would provide the public benefits required by the paragraph 196 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in instances of very low level harm through changes to the setting of the Marble Arch Inn with the other listed buildings in the area being seen in the same context as the development on a wider city scale. These impacts are considered to result in a very low level of less than substantial harm.

In these circumstances, it is necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the important the asset, the greater the weight should be) (paragraph 193 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF.

This is a development site, as defined by policy SP1 of the Core Strategy, and is in one of the City's key regeneration areas. Its vacant condition has, at best, a neutral impact on the local area and the surrounding heritage assets. This proposal would regenerate this key site in line with Council policy and bring new homes to a neglected part of the city centre in order to create a new residential neighbourhood.

The architecture and place making would enhance the area and provide 1202 new homes in a variety of sizes, including 85 affordable homes. Construction jobs would be created along with Council Tax revenue when the new homes are occupied. The development would also meet sustainability objective and offer a highly efficient building fabric meeting low carbon objectives.

The proposal would also see the creation of a substantial amount of public realm, landscaping and tree planting which would improve pedestrian and cycle links in the area, drainage benefits and improve biodiversity and wildlife habitats.

The visual and heritage assessments show a low level of harm to the heritage assets in most instances as the development would be viewed in the same context as them. The level of harm would be low level as the significance of the heritage assets would remain legible and understood both individually and where there is group value.

Mitigation and public benefits are derived from the creation of a component of Victoria North. The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

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

Impact on Archaeology

An archaeology assessment demonstrates there is below ground archaeological interest relating to the early gas works and upstanding gas works remains. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. In addition, GMAAS advise that the proposal offers the potential for a heritage display to commemorate this significant industrial heritage site.

A condition should be imposed regarding the archaeological investigations. The landscaping includes reference to the former gas holders with a circular landscaping display as part of phase 3. A condition should explore this further to ensure the public realm design appropriately commemorates the former gas works. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Layout, scale, external appearance and visual amenity

Nine buildings would be delivered in four phases, with public realm providing setting to the new buildings with enhanced linkages within the site and wider area.

Proposed layout of the development and public realm

The development has been designed around the significant level changes at site. The northern end along Williamson Street, is the lowest part where a strong link would be created from Angel Meadows, across Gould Street and into a phase 3 Park.

Buildings E and F would be delivered as part of phase 3 with a new commercial unit at the corner of Gould Street fronting The Park area and Angel Meadows. This would activate the space enhancing the sense of arrival. The ground floor of building F would be animated by townhouses providing natural surveillance and link into The Gardens.

Buildings G, H an I, to the east of The Park, would be delivered as part of phase 4. The main entrance to the 34 storey building and a commercial unit on the corner would animate The Park and The Gardens. Building G would front The Lane with entrances to the Townhouses and private amenity areas.

Buildings D (phase 2) and H (phase 4) front Bilbrook Street and enhance the street frontage with street trees and new soft and hard landscaping. The built form would introduce buildings of scale to the vacant eastern part of the site. Block D would have a consistent height at 8 storeys whilst block H would be 10 to 14 storeys towards the railway viaduct.

ite Section D-D - Elevation along Bilbrook Street

Bilbrook Street elevation buildings D and H

Buildings A (phase 1) and E (phase 3) and are set back from Gould Street to allow an enhanced landscape buffer from Rochdale Road to Angel Meadow. There are significant level changes along Gould Street are the buildings step up from 8 storeys (building A) opposite the Tobacco Factory to 12 storeys (building E) opposite Angel Meadow.

Site Section A-A - Elevation along Gould Street

Gould Street elevation buildings E and A

The massing of building A would be broken up by a sawtooth roof arrangement whilst the upper two floors of building E are articulated in a different material.

Wiliamson Street would be enhanced with new public realm and landscaping opposite the viaduct. Building H, on the corner of Bilbrook Street and Williamson Street, would be 10 to 14 storeys towards the viaduct. Building I, at 34 storeys, would form the tallest element within the scheme.

ion E-E - Elevation along Williamson Street

Elevation along Williamson Street buildings H and I

The Lane would be activated by buildings A/B (phase 1), E/F (phase 3), C/D (phase 2) and G/H (phase 4).

Buildings E/F range from 8 to 14 storeys whilst G/H range from 11 to 8 storeys.

- Elevation along the lane and square

Buildings E/F and G/H along The Lane

7/8 storeys is proposed for the opposite side of the Lane which would be fronted by buildings A/B and C/D. This reduction in scale would respond to the setting of the nearby listed Marble Arch public house as well as nearby existing apartment buildings.

Site Section G-G - Elevation along the lane and square

Buildings A/B and C/D along The Lane

The Gardens navigates the significant level changes through the site. Building heights range from 6/8 (buildings C and B) to 19 and 14 storeys (building F and H respectively). The 34 storey building would be a visual marker and termination point.

ection B-B - Elevation along the Slinky

Looking west towards the city centre along The Gardens

tion C-C - Elevation along the Slinky

Looking east towards the Bilbrook Street along The Gardens

Private courtyard spaces are provided to each building phase providing amenity space for residents.

Each building is intended to have a distinctive appearance. Buildings A/B (phase 1) would be red multi masonry in an expressed brick grid frame with inset recessed brick panels in a basket weave pattern. Inset balconies would be positioned on the corner of building A along Gould Street to provide depth to the façade. These deep inset balconies would also be provided to building B which overlooks The Gardens.

A sawtooth roof arrangement is proposed for Gould Street elevation of building A. The main entrance would be at either end of The Lane to take advantage of pedestrian movements across the site. these entrances would have double height curtain walling to reveal the reception space.

Typical bay study for building A with its sawtooth roof, decorative inset panel and masonry frame

Buildings C/D (phase 2) would be grey masonry in an expressed grid with inset recessed grey bronze panels. Inset balconies would be positioned on the corner of building C and D to provide depth to the façade.

The two top floors of buildings C and D would have a double height frame inset with glazing and recessed with the same grey bronze panels are the main facades. The ground and first floors would contain townhouses facing The Lane. Projecting entrance doors would allow balconies to be created. The main entrance to both buildings would be at either end of the elevations fronting The Lane with double height curtain walling.

Typical bay study for building C with its masonry frame, inset panels and townhouse detail

Buildings E/F (phase 3) would be grey masonry in an expressed grid of double height proportions with inset feature Corten panels. The upper levels of building F would change from a double height proportion to a triple storey proportion to highlight the change in scale of this building. The top two storeys of building E and the top three storeys of building F are formed using Corten cladding.

Inset balconies would be proposed for building E on the corner of Gould Street and The Lane providing depth to the façade. There would also be also inset balconies to building F which overlook the public realm and The Gardens.

The ground and first floors of buildings E and F would have 2 storey townhouses on The Lane. Projecting entrance doors would allow for a balcony area to be created. The main entrance to both buildings would be located at either end of The Lane in a double height curtain wall to articulate the entrance.

Typical bay study for buildings E and F with its masonry frame, inset panels, townhouse detail, double height entrance and Corten upper level

Phase 4 would be comprised of buildings G, H and I. Building G and H would have a light buff expressed masonry grid with double height proportions and inset textured brick panels and horizontal banding. Inset balconies would be proposed for building G which overlook The Gardens and provide depth to the elevations. Inset balconies would be provided at building H which overlook The Lane.

The upper storeys of building H would step up in scale away from The Lane towards the viaduct. The main entrances for buildings G and H would be at either end of The Lane and would have double height curtain walling. Projecting entrance doors would allow for a balcony area to be created fronting The Lane.

Typical bay study for buildings G and H with its masonry frame and glazing

Building I, at 34 storeys, would be the tallest building. It would be clad in Corten steel and would have a double storey arrangement to emphases its verticality and slenderness. The corners of the building would replace the double height arrangement over 4 storeys. The top five storeys include a greater extent of glazing.

Typical bay study for building I with its Corten frame and crown

Overall the design is considered to be high quality offering an individual and distinctive pieces of architecture for this collection of buildings. The scale of the buildings are appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Impact on Trees

4 individual trees (1 category B and 3 category C) and 3 group trees (all category C) would be removed and would result in the loss of low-quality green infrastructure. This loss can be mitigated through the enhanced landscaping proposals including planting 100 trees (including street trees to Bilbrook Street and Gould Street) with shrub (ornamental and native) planting. The planting would be supported by new bird and bat boxes and create new habitats for wildlife.

These measures would increase significantly the overall quantum of green infrastructure at the site and provide a greater species mix and habitats. This is in contrast to the current car parking, which has low ecology and biodiversity value.

The green infrastructure would contribute positively to wider place making objectives as well as providing new habitats for wildlife in line with the requirements for policies EN9 and EN15 of the Core Strategy.

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

The vision is to provide a green and accessible neighbourhood with new connections to the wider area. The public realm strategy supports the green and blue infrastructure strategy for the side as part of an overall sustainability strategy.

The most significant challenge is the dramatic change in topography across the site in a south – north direction and the need to establish a strong relationship with Angel Meadow to the west, Victoria Riverside and future development of the viaduct arches.

There are five distinct character areas to the public realm strategy:

- The Lane – The east/west link across the site
- The Gardens – The north/south link across the site
- The Park – The new green space proposed as part of phase 3
- The Streets – The streets surrounding the site namely Gould Street, Bilbrook Street and Bromley Street
- The Courtyards – The areas internal to the new buildings providing private recreational space for residents

Proposed character areas

The majority of the public realm would be publicly accessible providing public routes through the site and green spaces for outdoor recreation and dwell time. The courtyards would be the only private areas which would be accessible to residents only with the exception of the northern courtyard as part of phase 4 which would be semi-public allowing it to be used as a route through from Angel Meadows.

The Lane would create a strong east west link connecting Gould Street with Bilbrook Street. Townhouses with private gardens would front onto the Lane which activate The Lane and provide natural surveillance. The spaces around the townhouses would also provide dwell space with soft landscaping and seating.

The space would be predominately use by pedestrians and cyclist with occasional servicing and deliveries. Two lay by/drop off areas are proposed which have been integrated within the space with cycle parking adjacent to building entrances.

The axis with The Gardens creates a meeting of routes. It would have a more open character with large seating plinths that create a resting and meeting place which would offer views across the city and creates a destination point. The route would be fully accessible and semi-mature trees would line the route providing shade and improve biodiversity. The landscaping scheme would contribute towards the drainage strategy.

The Lane

Image of The Lane looking towards Bilbrook Street

Image of The Lane looking towards Gould Street

The Gardens provide a north south link which navigates the steep level changes with a fully accessible route. A series of terraced spaces would provide seating, recreational and private garden areas for the townhouses which front the route. Blue and green infrastructure in the landscaping and rain gardens would allow surface water to be collected and attenuated in the soft landscaping.

Lower (left image) and upper (right image) of The Gardens

Level changes upper section (top image) lower section (bottom image)

Image of the upper section of The Gardens

Image of the lower section of The Gardens

The Park would provide a significant area of public realm within this new neighbourhood and complement the character of Angel Meadow, extending from Gould Street.

As users move west to east, meandering paths, lined with blossom trees and planting, open up onto the large open green space that can be used for residents and the public. The shape of the green space references the former gas work holders which could be enhanced further by commemorative display. A stage to the south of the green and terraced seating to the eastern edge would overlook the space and the viaduct.

Commercial uses in the ground floor of the buildings which surround the development would enliven the space further together with cycle parking.

The space also provides the opportunity to improve the relationship with the railway viaduct and the connection through to the Victoria Riverside development beyond which is a key objective of the SRF.

Layout of The Park

Image of The Park including stage, green space and seating enclosed by the new buildings

The Streets The buildings have been set back from the existing footpath to provide setting to the building and a generous street frontage which can accommodate front gardens and street trees. The street landscapes also have blue and green infrastructure incorporated in them with swales and rain gardens and tree planting. This would support new habitats and improve biodiversity along this newly created green corridor. The vehicle entrances to the underground car parking areas would be created along The Streets. The impact of these is minimised where possible along with a layby for the deliveries and servicing.

Layout of The Street (Gould Street left) (Bilbrook Street right) together with image of Gould Street (far right)

The Courtyards are included with all the apartment buildings. The larger northern courtyard would be a semi-public space and allow for the continuation of the green parkland route connecting Gould Street at Angel Meadow through to the east end of The Lane and Bilbrook Street. The other courtyards would be private.

Pathways, tree and planting would be installed along with informal play areas and dwell space for the residents of the development to enjoy. The edge of the courtyard would have private gardens for the townhouses.

Example of a courtyard associated with phase 4

Image of an internal courtyard with the private gardens, pathways, seating and planting

The public realm and landscape strategy for the development is comprehensive. The proposal provides useable space for recreation for residents, visitors and those who live nearby as well as private spaces for individual buildings. This currently inaccessible site would be integrated into the wider area through a series of north/south and east/west links and enhance streetscapes.

A high quality palate of materials would be used such as Yorkstone and clay paving complementing recently approved public realm schemes in the area. The proposal would improve the ecology and biodiversity at the site due to the extensive trees and soft planting which enable the site to manage its surface water. A landscape management plan should be agreed by planning condition.

Impact on Ecology

An ecological appraisal concludes that the development would not result in any significant or unduly harmful impacts to local ecology given the sites current limited ecological value as a surface level car park. The appraisal did record a small bat hibernation roost in a railway arch at the north boundary that would be lost as a result of the development.

Greater Manchester Ecology Unit (GMEU) concur with the findings of the ecological appraisal. The planting, trees and street trees would enhance green infrastructure, biodiversity and the overall ecological value of the site. In order to maximise the schemes contribution in this regard, a condition would agree final details in order to comply with policy EN9 of the Core Strategy.

GMEU consider that the loss of the small bat roost would not affect the conservation status of bats provided that mitigation is provided in the form a new roost prior to the removal of the existing roost and this should form part of the conditions to comply with policy EN15 of the Core Strategy.

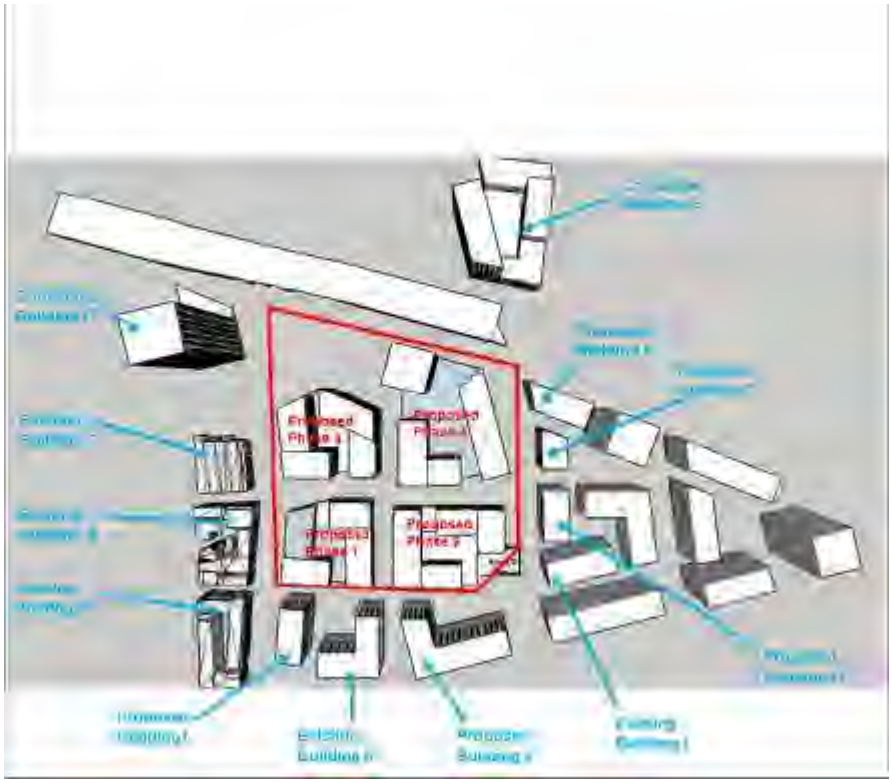
Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

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

The following residential properties were assessed:

- The Red Building, Ludgate Street (75 windows assessed)
- The Citadel, Ludgate Street (147 windows assessed)
- Tobacco Factory (phase 1), Ludgate Street (32 windows assessed)
- Meadowside tower (plot 4 – not yet commenced) (675 windows assessed)
- Northview (building E – not yet commenced) (420 windows assessed)
- Buildings F-L as outlined in the Northern Gateway SRF (yet to receive planning permission)



Relationship of the proposed development to surrounding buildings (existing, proposed and yet to receive planning permission)

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The BRE guidelines provide the requirements governing daylight to existing residential buildings. The light available to a window depends on the amount of unobstructed sky that can be seen from the centre of the window. The amount of visible sky and amount of available skylight is assessed by calculating the vertical sky component (VSC) at the centre of the window. The guidelines advise that bathrooms, toilets, storerooms, circulation areas and garages need not be analysed. They also suggest that distribution of daylight within rooms is reviewed although bedrooms are considered to be less important.

The BRE guidelines also sets out a more detailed tests that assesses the daylight conditions in rooms. These include the calculation of the Average Daylight Factors (ADF) which determines the level of illumination.

Where a VSC result show that a room would be adversely impacted, an ADF and/or DD analysis should be prepared to enable a more informed view to be taken as to the overall impact on daylight levels.

For sunlight, there is a requirement to assess main windows which face within 90 degrees due south. Windows which do not face within 90 degrees due south do not

get direct sunlight. The guidelines consider kitchens and bedrooms to be less important when considering sunlight.

A summary of the daylight impacts are detailed below:

The Red Building – 75 windows assessed, 2 did not meet the VSC BRE criteria. 1 room did not meet the BRE NSL but did meet ADF.

The Citadel – 80 rooms were assessed with 27 having a loss of daylight on all three BRE assessments.

The Tobacco Factory – 32 windows were assessed, 31 did not meet the VSC criteria. 1 room does not meet the NSL criteria but does meet the ADF criteria.

Plot 4 Meadowside – All windows passed the VSC test.

North View – 420 windows were assessed, 89 did not meet the VSC criteria and 12 did not meet the NSL criteria. The ADF of these remaining windows was judged to be adequate within the assessment.

Overall a total of 1929 windows were assessed for VSC and 1446 windows would experience of loss of less than 20% which accords with the BRE guidelines. 483 windows there did not meet the criteria. Whilst this represents a good level of compliance for a city centre location such as this, the assessment considered a selection of rooms within the existing buildings to assess them against NSL that did not meet the VSC criteria to consider further the level of impact.

132 rooms were considered of which 96 did not meet the NSL criteria. All of these rooms were assessed for ADF with 89 passing the ADF criteria. The remaining 7 rooms which did not meet the ADF criteria were located in The Citadel which, on balance, represents a good level of compliance. Whilst it is noted that this building because of its location adjacent to the site would be sensitive to development in close proximity, the overall effect is considered to be moderate and would not be unduly harmful to warrant refusal of the application.

A summary of the sunlight impacts are detailed below:

Plot 4 Meadowside, North View and the buildings anticipated as part of the SRF (Buildings F-L) –. 1001 windows assessed, 15 did not meet the BRE criteria.

Overall it is considered that the windows assessed for sunlight would retain a good summer sunlight potential for an urban location.

The proposal would not give rise to any unduly harmful effects in respect of overlooking. The development would be separated from the surrounding developments by the existing road network and the viaduct. The layout and orientation of both schemes maximises the privacy distances to prevent any undue loss of privacy.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air Quality

An air quality assessment prepared as part of the Environmental Statement has considered the potential air quality impacts during the construction phase and when the development is complete/occupied. It also considered whether any mitigation measures are required.

The construction phase assessment considers the potential effects of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the potential air quality impacts when the development is complete/occupied has focused on the predicted impact of changes in ambient nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter of less than 10 μm (PM10) and less than 2.5 μm (PM2.5) at key local receptor locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The Greater Manchester Air Quality Management Area (AQMA), where air quality conditions are known to be poor as a result of emissions from the road network, is adjacent to the site along Rochdale Road (0.02 km south east of the site boundary). The air quality assessment has considered the impact on the AQMA to determine any effects of the development on air quality.

A number of sensitive receptors have been identified situated along routes predicted to experience significant changes in traffic flow as a result of the development. These include properties along Oldham Road, Dantizic Street, Ludgate Hill, Thompson Street, Cheetham Hill Road and St Patricks Roman Catholic Primary School. No ecological receptors were identified.

The assessment states that the main emissions during construction are from dust and particulate matter as a result of earthworks (particularly during the dry months), from construction materials and/or vehicle emissions for construction waggons.

The construction activities are likely to give rise to short term but predictable impacts on dust and particulate matter concentrations on the surrounding area. The likely source of this is vehicle emissions, dirt on the highway, demolition and wind effects on stockpiling of material.

Good on site practices would mitigate dust and air quality impacts and ensure they do not have a significant on nearby residents and local air quality conditions. This should remain in place for the duration of the construction and should be a planning condition.

The impact on air quality when the development is occupied is likely to result from vehicle emissions and the associated impact on nitrogen oxide and particulate matter. The site currently contains up to 1000 car parking spaces which would be reduced to 100 spaces when the development is occupied.

The impact of vehicle emissions, during the phased construction/partially occupation and fully completed development have been considered by the air quality assessment. In both scenarios, the effects of changes in traffic flow in relation to nitrogen oxide and particulate matter have been determined as negligible at all sensitive receptor locations. Exceedances of nitrogen oxide and particulate matter are not predicted at the site or on the adjacent AQMA.

The air quality assessment therefore does not recommend any specific mitigation to minimise the impact on air quality from vehicle emissions when the development is under construction/partially occupied or complete.

The development would support sustainable travel choices as part of supporting the move away from the use of petrol/diesel cars. All car parking spaces would be fitted with an electric vehicle charging point. There would be 1224 cycle spaces in the 9 buildings. A travel plan would support sustainable travel choices and exploit the walking and cycling routes in the area and close proximity of the other city centre neighbourhoods and retail/commercial core.

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

(d) Wind environment

A wind assessment prepared as part of the Environmental Statement has assessed the potential effects on the wind environment. In particular, it has considered the wind flows that would be experienced by pedestrians and the influence on their activities. A study area of 500 metre radius around the site was established. The assessment has also considered any mitigation measures which would be required to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis was carried out. This considered the effects of the development on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments.

The assessment considered the impact on pedestrians carrying out their usual activities as follows:

- Occasional siting – acceptable for occasional outdoor seating for example general outdoor spaces and balconies;
- Standing – acceptable for entrances, bus stops, covered walkways or passageways; and
- Walking - acceptable for external pavements and walkways.

The magnitude of changes from the existing situation is classified on a scale of very large, large, moderate, slight or natural. The current surface car park, is the subject of the strong southerly, south westerly and westerly winds. The assessment indicates that there are known existing issues arising from these strong wind conditions.

The sensitive receptors were identified as those using the public realm and outdoor facilities at the development, particularly disabled users and older people who are more likely to be impacted by higher wind speeds.

During the construction phase, the wind microclimate when phases 1, 2 and 3 are completed, and phase 4 has yet to commence, would generally be acceptable. There is a small exception on the northern corners of phase 3 but the overall effects are considered not to be significant provided there is the prompt implementation of the landscaping scheme for each phase.

The assessment demonstrates that without phase 4, there would be less funnelling along The Lane compared to when all 4 phases are complete. Phase 4, the tallest building, has a greater impact on wind flows. The wind directions that are causing the exceedances generally have slower wind speeds and the landscaping scheme will reduce the speeds further whilst phase 4 is under construction.

When the all 4 phases of development are complete, the assessment shows there are areas where there are very large effects on the safety of the wind environment that require mitigation. At the base of the tallest building within phase 4, the westerly wind is being forced around a 90 degree corner resulting in increased wind speeds. There are also exceedances of wind speeds for the areas in-between phases 3 and 4, the north western corner of phase 3 and along The Lane.

Without mitigation, the wind speeds would affect the safety of pedestrians. Planting would lower the wind speeds making the space safer and reduce the effects to slight. Trees and hedging along The Lane would help to break up the wind and provide protection to ground floor private gardens which front onto this area.

All external and integrated balconies would have railings which reduce the wind effects, so they are not significant/neutral.

The wind assessment has considered the comfort of the wind environment when all 4 phases are complete. There are a number of locations where the effects range from moderate to very large including The Lane, private garden areas and the courtyard and podium areas.

Railings and landscaping reduce wind speeds creating a more comfortable environment. The trees and hedges on The Lanes help to reduce the wind speeds.

The Park is exposed to some of the fastest wind directions which, without mitigation, would have significant effects on pedestrians using the area. The landscaping and boundary treatment would reduce wind speeds to an acceptable level.

The site is already the subject of strong wind speeds. The redevelopment could create localised instances of high speeds winds to many areas of the public realm (particularly The Lane and The Park), which without mitigation, could result in significant winds speeds which would result in an unsafe and uncomfortable pedestrian environment.

The landscaping scheme and building design recognises the challenging wind microclimate, and measures have been embedded into the building design, layout and landscaping scheme to mitigate and minimise the wind effects. This would be an improvement upon the current conditions which are experienced at the site whilst also recognising the changes to the site as a result in the increased building heights.

It is essential that the landscaping scheme is completed in full prior to the commencement of the next phase of development in order to ensure that the wind conditions can be mitigated. This would be a condition of the planning approval.

It is likely that outside seating areas for the commercial units along The Lanes would require temporary screening to further reduce the effects of the wind speeds.

Provided that the mitigation measures are incorporated into the scheme there would be no unduly harmful impact as a result of the development on the thoroughfares, entrances and amenity locations at the development. The effects would be within acceptable limits for their required use with the mitigation measures in place.

Noise and vibration

A noise assessment Identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing.

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

When the development is occupied, the acoustic specification of the apartments would limit noise ingress from the main sources of external noise, particularly from nearby roads, the adjacent rail/tram lines and noise transfer from ground floor commercial accommodation. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable. This would also be the subject of verification prior to occupation.

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

Waste management

Each apartment would have separate storage areas for refuse, recyclable and compostable materials within the kitchen and utility area. Four separate compartments, to cater for each waste stream, would be provided. Residents would be responsible for taking wate to the bin storage areas which would be located on the ground floor or lower ground floor of each apartment building. The total amount of waste storage across the 9 buildings would total 683.4 sqm in line with the City Council waste guidance.

Waste collection points have been identified for each phase of development, close to the loading/servicing bays. The refuse bins would be temporarily stored in designated areas close to the loading bays prior to collection. The waste arrangements would be managed by the onsite facilities management team. Half the number of bins within each bin store for each phase would be presented on collection day (rotating between the waste streams). It is understood that the applicant intends to supplement the City Council collections with a private collection.

Environmental Health have considered the waste arrangements for the residential element of the scheme to be acceptable and in line with City Council waste guidance for high rise residential developments.

The commercial units would have their own refuse stores internal to the premises. Final details are to be agreed once the end users are known.

Accessibility

All main entrances would have level access. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. There would be 10 dedicated parking space for disabled people created within the car parks.

Flood Risk/surface drainage

The site is located in flood zone 1 '*low probability of flooding'* and is within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culvets and flooding from the sewer network. These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should minimise the impact on surface water run off in a critical drainage area.

A drainage statement, as part of the Environmental Statement, has been considered by the City Council's flood risk management team. It includes the measures to minimise surface water run off in the form of blue roofs, which collects run off from buildings and attenuate at source in a blue roof system, with a controlled discharge to the surrounding network. In addition, rain gardens have been designed into the landscaping that reduce flow rates. Further details complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby with Victoria train station and Shudehill Metrolink station within 15 minute walk. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

There would be limited on site car parking, 100 spaces (including 10 bays for disabled people) which would be split across each phase. All of the bays would be fitted with a fast charging electric car charging point.

There would be 1224 secure cycle spaces, split across each phase. A travel plan would support the ongoing travel needs of residents including whether any offsite parking required. A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require one.

The main servicing route would be one way through the centre of the site along The Lane via Gould Street where several loading bays would be created. A further loading bay is proposed within the boundary of the site on the southern side of Bromley Street.

The servicing arrangements are satisfactory. A review of the Traffic Regulation Orders, pedestrian and cycle routes and a car club bay would be provided on the surrounding streets along with traffic calming measures. A construction management plan is also required to be agreed.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full to achieve Secured by Design Accreditation.

Ground conditions

The site was a former gasworks from 1848 until the 1970s. It is currently used for parking and a pressure reduction station operated by Cadent Gas with a telecommunication mast the eastern edge.

A ground conditions report prepared as part of the Environmental Statement outlines the ground conditions and contamination associated with the former gas works.

Shallow groundwater within the glacial deposits and deeper groundwater from a principal aquifer makes the controlled waters sensitive to any development at the site due to the presence of the contamination from the gas works.

The site has been the subject of various phases of remediation with the last known remedial works completed in 2011. This work focused on northern part of the site and included the removal of the gas holder bases and the tar tanks.

The Environment Agency and Environmental Health have reviewed the ground conditions report and confirm that a large amount of contamination has already been removed from the site. They advise that although further information is required, including a review of the previous remediation works to determine if any additional work in these areas is required, this is to ensure that any residual contamination from any remaining infrastructure (such as pipework's and if there have been any leaks) is identified and appropriately remediated.

Environmental Health are of the view that remaining contamination would not be significant and can be appropriately remediated (particularly given the highly contaminated elements have already been removed from site and the ground conditions remediated). Any waste or odours associated with the removal can be suitably controlled through the remediation strategy and construction management plan.

Conditions should be imposed on the planning permission in respect of the remediation of the site particularly to minimise any risk to the below ground watercourses. This should be completed across the site rather than on a phased basis unless groundwater remediation is not required.

A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

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

Construction vehicles are likely to use Gould Street and Dantzic Street which should minimise disruption on the local network. Routing vehicles' along Gould Street from Rochdale would be prohibited to minimise disruption to the adjacent public house

and residential buildings. There is unlikely to be any cumulative impact from construction activity. There is a large amount of activity in the local area but the proximity of the strategic road network should help to minimise disruption on the surrounding area.

It is noted that specific comments have been raised by the Marble Arch Public House concerning the impact of construction traffic. The applicant has agreed to route all construction traffic along Dantzic Street and up Gould Street due to concerns about large waggons turning off Rochdale Road and damaging the listed building. In addition, the applicant has also agreed to install vibration equipment to monitor vibrations at the site to ensure that they remain within acceptable limits.

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

It is not considered that the amenity of residents who have bedroom windows in the roof of the tobacco factory would be unduly affected by the development. Whilst residents may have a view of the development from these windows, there would not be any loss of privacy from overlooking or overshadowing impacts that would be unduly harmful to warrant refusal of this application. The developments would be separated from each other by the surrounding road network.

Public Opinion

Objections have been received on the grounds that the proposal would result in the loss of surface level car parking for residents, visitors and trade persons, together with impacts associated with construction activities on local residents and the adjacent public house. Objectors also believe the buildings are too tall and would result in loss of daylight. There are also concerns that the proposal would not offer sufficient green space. The objectors also contend that there are human health implications from the contamination at the site along with impact on local air quality conditions from traffic along Gould Street.

This report provides a detailed analysis of those comments and concerns. The principle of development, contribution to regeneration and need for new homes meets the required planning policy for the area. The proposal would see the creation of a new residential neighbourhood within Victoria North in a highly sustainable and connected area. The development would also provide enhance links and public realm.

The proposal would result in the loss of surface car park and a limited amount of car parking would only be provided for residents of the development. The approach to reducing surface level car parking in the city centre is in line with regeneration priorities and the city centre transport strategy.

The development would be delivered in 4 phases over a 10 year period which is likely to result in noticeable disruption for local residents and businesses. The overall effects would be minimised and managed through the construction management plan which includes the requirement for membership of the considerate construction scheme. Measure to manage and minimise dust, noise and traffic would be agreed as part of that plan. The applicant has agreed to divert traffic up Gould Street from Dantzic Street to minimise the impacts on residential properties and the public house which are closer to Rochdale Road.

The site is contaminated from it use as a former gas works. Environmental Health are satisfied that although the contamination is extensive, the conditions are not unusual or complex and do not present any risk to residents or the environment subject to appropriate measures being put in place.

The scale and layout of the scheme is in line with the aspirations of the SRF and respond positively to the character of the local area. The buildings are separated from existing properties by the existing road network with the tallest elements sited away from Gould Street. There are some minor impacts on daylight to a small number of windows with the overall impacts considered to be low given the urban context.

The development would not worsen local air quality conditions. There would be increase in frequency of construction waggons but this would not increase the overall number of vehicle trips on the highway network. Dust suppression measures would help minimise on site particles from getting into the air. Once completed, the development would remove 900 car parking spaces for the site which would see a significant drop in vehicle trips to the site.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure the provision of onsite affordable housing as explained in the paragraph with heading “Affordable housing”.

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre and would contribute to the supply of high quality housing including on site affordable housing. Active frontages and high quality façades would make a positive contribution to the city scape. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a modest impacts on the setting of adjacent listed buildings and non-designated heritage assets. These are low level impacts that are outweighed by the public benefits that the scheme would deliver in terms of removing this low quality site and providing new homes.

There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

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

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

Recommendation **Minded to Approve subject to the signing of a section 106 agreement in relation to affordable housing**

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

2277-PLA-XX-XX-DR-L-3001, 2277-PLA-XX-XX-DR-L-3002, 2277-PLA-XX-XX-DR-L-3003, GDS-AHR-SO-00-DR-A-PL-003, GDS-AHR-SO-01-DR-A-PL-004, GDS-AHR-SO-02-DR-A-PL-005, GDS-AHR-SO-03-DR-A-PL-006, GDS-AHR-SO-07-DR-A-PL-007, GDS-AHR-SO-08-DR-A-PL-008, GDS-AHR-SO-10-DR-A-PL-009, GDS-AHR-SO-12-DR-A-PL-010, GDS-AHR-SO-14-DR-A-PL-011, GDS-AHR-SO-30-DR-A-PL-012, GDS-AHR-SO-B1-DR-A-PL-002, GDS-AHR-SO-B2-DR-A-PL-001, GDS-AHR-SO-ZZ-DR-A-20-200, GDS-AHR-SO-ZZ-DR-A-20-201, GDS-AHR-SO-ZZ-DR-A-20-202, GDS-AHR-SO-ZZ-DR-A-20-203, GDS-AHR-SO-02-DR-A-PL-013, GDS-AHR-SO-02-DR-A-PL-014, GDS-AHR-SO-02-DR-A-PL-015, 2277-PLA-XX-XX-DR-L-2000, 2277-PLA-XX-XX-DR-L-3000, GDS-AHR-P1-00-DR-A-PL-001, GDS-AHR-P1-01-DR-A-PL-002, GDS-AHR-P1-02-DR-A-PL-003, GDS-AHR-P1-07-DR-A-PL-005, GDS-AHR-P1-ZZ-DR-A-PL-004, GDS-AHR-P2-00-DR-A-PL-001, GDS-AHR-P3-00-DR-A-PL-003, GDS-AHR-P3-01-DR-A-PL-004, GDS-AHR-P3-B1-DR-A-PL-002, GDS-AHR-P3-B2-DR-A-PL-001, GDS-AHR-P3-ZZ-DR-A-PL-005, GDS-AHR-P3-ZZ-DR-A-PL-006, GDS-AHR-P3-ZZ-DR-A-PL-007, GDS-AHR-P3-ZZ-DR-A-PL-008, GDS-AHR-P4-00-DR-A-PL-003, GDS-AHR-P4-01-DR-A-PL-004, GDS-AHR-P4-B1-DR-A-PL-002, GDS-AHR-P4-B2-DR-A-PL-001, GDS-AHR-P4-ZZ-DR-A-PL-005, GDS-AHR-P4-ZZ-DR-A-PL-006, GDS-AHR-P4-ZZ-DR-A-PL-007, GDS-AHR-P4-ZZ-DR-A-PL-008 and GDS-AHR-P4-ZZ-DR-A-PL-009 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020

GDS-AHR-P1-XX-DR-A-28-101 REV 2, GDS-AHR-P1-XX-DR-A-28-102 REV 2, GDS-AHR-P1-XX-DR-A-28-103 REV 2, GDS-AHR-P1-XX-DR-A-28-104 REV 2, GDS-AHR-P1-XX-DR-A-28-105 REV 2, GDS-AHR-P2-XX-DR-A-28-101 REV 2, GDS-AHR-P2-XX-DR-A-28-102 REV 2, GDS-AHR-P2-XX-DR-A-28-103 REV 2, GDS-AHR-P3-XX-DR-A-28-101 REV 2, GDS-AHR-P3-XX-DR-A-28-102 REV 2, GDS-AHR-P3-XX-DR-A-28-103 REV 2, GDS-AHR-P4-XX-DR-A-28-101 REV 2, GDS-AHR-P4-XX-DR-A-28-102 REV 2 and GDS-AHR-P4-XX-DR-A-28-103 REV 2 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2021

GDS-AHR-P1-XX-DR-A-20-101 REV 3, GDS-AHR-P1-XX-DR-A-20-102 REV 3, GDS-AHR-P1-XX-DR-A-20-103 REV 3, GDS-AHR-P1-XX-DR-A-20-104 REV 3, GDS-AHR-P1-ZZ-DR-A-PL-006 REV 2, GDS-AHR-P2-XX-DR-A-20-101 REV 3, GDS-AHR-P2-XX-DR-A-20-102 REV 3, GDS-AHR-P2-XX-DR-A-20-103 REV 3, GDS-AHR-P3-XX-DR-A-20-101 REV 3, GDS-AHR-P3-XX-DR-A-20-102 REV 3, GDS-AHR-P3-XX-DR-A-20-103 REV 3, GDS-AHR-P3-XX-DR-A-20-104 REV 3, GDS-AHR-P3-XX-DR-A-20-105 REV 3, GDS-AHR-P3-XX-DR-A-20-105 REV 3, GDS-AHR-P3-XX-DR-A-20-106 REV 3, GDS-AHR-P3-XX-DR-A-20-107 REV 3, GDS-AHR-P3-XX-DR-A-20-108 REV 3, GDS-AHR-P3-ZZ-DR-A-PL-009 REV 2, GDS-AHR-P4-XX-DR-A-20-101 REV 3 GDS-AHR-P4-XX-DR-A-20-102 REV 3 GDS-AHR-P4-XX-DR-A-20-103 REV 3, GDS-AHR-P4-XX-DR-A-20-104 REV 3, GDS-AHR-P4-XX-DR-A-20-105 REV 3, GDS-AHR-P4-XX-DR-A-20-106 REV 3, GDS-AHR-P4-XX-DR-A-20-107 REV 3, GDS-AHR-P4-XX-DR-A-20-108 REV 3, GDS-AHR-P4-XX-DR-A-20-109 REV 3, GDS-AHR-P4-XX-DR-A-20-110 REV 3, GDS-AHR-P4-XX-DR-A-20-111 REV 3 and GDS-AHR-P4-ZZ-DR-A-PL-010 REV 2 stamped as received by the City Council, as Local Planning Authority, on the 1 March 2021

DR L 0001 P10, DR L 1000 P09, GDS-AHR-P2-01-DR-A-PL-002 REV 2, GDS-AHR-P2-02-DR-A-PL-003 REV 2, GDS-AHR-P2-03-DR-A-PL-004 REV 2, GDS-AHR-P2-07-DR-A-PL-006 REV 2, GDS-AHR-P2-ZZ-DR-A-PL-005 REV 2 and GDS-AHR-P2-ZZ-DR-A-PL-006 REV 3 stamped as received by the City Council, as Local Planning Authority, on the 10 May 2021

GDS-AHR-SO-XX-DR-A-PL-101 Phasing Plan Phase 1, GDS-AHR-SO-XX-DR-A-PL-102 Phasing Plan Phase 2, GDS-AHR-SO-XX-DR-A-PL-103 Phasing Plan Phase 3 and GDS-AHR-SO-XX-DR-A-PL-104 Phasing Plan Phase 4 stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021

Supporting Information

Design and Access Statement, Landscape Design and Access Statement, Affordable Housing Statement, Heritage and Archaeology Desk Based Assessment, Broadband Connectivity Assessment, Crime Impact Statement, Bat Surveys, Statement of Community Engagement, Construction and Demolition Management Plan, Environmental Standards Statement, Blue and Green Infrastructure Statement, Ecology Appraisal, Local Labour Agreement, Residential Management Strategy, Planning Statement, Residential Standards, Transport Assessment, Framework Travel Plan, Tree Survey, Flood Risk Assessment and Drainage Strategy, Tall Buildings Assessment, Waste Management Assessment, Viability Assessment, TV Baseline Survey Report and Ventilation and Extract Statement.

stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020

Environmental Statement comprising:

ES Volume 1 Main Text:

- Chapter 1 – Introduction
- Chapter 2 – The Existing Site
- Chapter 3 – Description of the Proposed Development;
- Chapter 4 – Reasonable Alternatives Considered
- Chapter 5 – Approach to the EIA
- Chapter 6 - Socio-economics;
- Chapter 7 - Traffic and Transport;
- Chapter 8 - Townscape and Visual Impact;
- Chapter 9 - Noise and Vibration;
- Chapter 10 - Air Quality;
- Chapter 11 - Flood Risk and Drainage;
- Chapter 12 - Contaminated Land;
- Chapter 13 - Wind;
- Chapter 14 - Daylight, Sunlight and Overshadowing;
- Chapter 15 - Population and Human Health;
- Chapter 16 - Climate Change; and
- Chapter 17 - Cumulative Impacts.

ES Volume 2: Technical Appendices

Appendix 1.1: Environmental Statement Screening and Scoping Request
Appendix 1.2: Scoping Opinion
Appendix 5.1: Scoping Opinion Responses
Appendix 6.1: Socio-Economic Baseline
Appendix 7.1: Transport Assessment
Appendix 7.2: Framework Travel Plan
Appendix 7.3: Traffic Flow Analysis
Appendix 8.1: Townscape Baseline and Effects
Appendix 8.2: Visual Baseline and Effects
Appendix 8.3: TVIA Figures
Appendix 8.4: Baseline Viewpoints
Appendix 9.1: Noise Assessment
Appendix 10.1: Air Quality Assessment
Appendix 12.1: Remediation Statement
Appendix 12.2: Ecus Letter Report
Appendix 12.3: Phase 1 Geo-Environmental Assessment
Appendix 13.1: CFD Model of Wind Flow
Appendix 14.1: Daylight, Sunlight and Overshadowing Assessment
Appendix 16.1: Greenhouse Gases Legislative Framework
Appendix 17.1: Cumulative Effects
ES Volume 3: Figures

ES Volume 4: Non-Technical Summary

All stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020

Waste strategy stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020

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

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

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

4) Notwithstanding the Environmental Statement. The Gasworks. New Town. Land off Gould Street Manchester. Prepared by WSP Ltd on behalf of Southvalley Estates Ltd including:

- Volume 1 Main Text. Report Ref: REP-DH-13.11.20-GWNTESVOL1. V1. [November 2020]
- Volume 2 Technical Appendices. Report Ref: REP-DH-09.11.20-GWNT-ES. VOL2.

V1. [November 2020]
- Volume 3 Figures. Report Ref: REP-DH-09.11.20-GWNT-ES. VOL3. V1. [November 2020]
- Volume 4 Non-Technical Summary. REP-DH-13.11.20-GWNT-ES. VOL4. [November 2020]
-Flood Risk Assessment and Outline Drainage Strategy. Gasworks. Manchester. Prepared by BDP. Report Ref: 2277-BDP-RPT-C-001. Rev A. [7th September 2020]
-Appendix 12.1. Remediation Statement. Gould Street Manchester. Prepared by Entec Ltd on behalf of National Grid Property Holdings Ltd. [15th March 2010]
-Appendix 12.2. Ecus Letter Report. Letter Ref: AG-6656-151125-ID-E. [25th November 2020]
-Appendix 12.3. Phase 1 Geo-Environmental Assessment. The Gasworks. New Town. Prepared by ECUS Ltd. Report Ref: 13863-P1. V2. [29th October 2020]

All stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, no development shall commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the entire site:

- Preliminary risk assessment which has identified
    - All previous uses
    - Potential contaminants associated with those uses
    - A conceptual model of the site indicating risks arising from contamination at the site
- Review of the previous remediation strategy undertaken at the site
- Submission of Site Investigation Proposals and Risk Assessment Report - to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
- Submission of a Remediation Strategy including full details of the remediation measures required and how they are to be undertaken

The remediation of the entire site shall be carried out in accordance with the approved strategy and shall not be phased.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

5) Prior to the occupation of the residential element of any phase of the development, and following completion of the remediation strategy approved as part of condition (4), a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall demonstrate that the completion of works has been carried out in accordance with the approved remediation strategy and has been effective. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site has been appropriately remediated prior to the commencement of works associated with the redevelopment of the site, pursuant to policies EN17, EN18 and DM1 of the Manchester Core Strategy (2012).

6) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted for approval in writing by the City Council, as Local Planning Authority, and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. The approved strategy shall then be implemented and then verified as required by part (b) of condition 5.

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

7) Prior to any works to the arch on the southern boundary of the site, as outlined in the Bat Survey stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, a method statement shall be submitted to the City Council, as Local Planning Authority, providing details of measures to mitigate and compensate the loss of the bat roost. The agreed method statement and mitigation strategy shall be implemented prior to any works to the arch.

Reason – In the interest of mitigating against the loss of the existing bat roost pursuant to policy EN15 of the Manchester Core Strategy (2012).

8) The phasing of the development shall be carried out in accordance with drawings GDS-AHR-SO-XX-DR-A-PL-101 Phasing Plan Phase 1, GDS-AHR-SO-XX-DR-A-PL-102 Phasing Plan Phase 2, GDS-AHR-SO-XX-DR-A-PL-103 Phasing Plan Phase 3 and GDS-AHR-SO-XX-DR-A-PL-104 Phasing Plan Phase 4 stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021.

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

9) No phase of the development shall commence until details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of that phase of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling

through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, pilling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

10) Notwithstanding the Flood Risk Assessment & Outline Drainage Strategy Report 2277-BDP-RPT-C-001 stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, (a) No phase of the development shall commence until a scheme for the drainage of surface water from that phase has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Maximise the use of green SuDS solution (that is either utilising infiltration or attenuation) within the drainage layout where practicable;

- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required;

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during the critical 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building; using a maximum total site discharge rate of 46.29l/s (as per Flood Risk Assessment & Outline Drainage Strategy Report 2277-BDP-RPT-C-001)

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control, attenuation features and SuDS elements.

(b) Each phase of development shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of a phase (save for the enabling works phase) a verification report for that phase shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

11) No development groundworks shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological works have been undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the City Council, as Local Planning Authority.

The WSI shall cover the following:

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

- more detailed historical assessment
- a historic building survey.
- archaeological evaluation through trial trenching.
- informed by the above, more detailed targeted excavation and historic research (subject of a new WSI)

2. A programme for post investigation assessment to include:

- production of a final report on the investigation results.

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

4. A scheme to display the site's industrial heritage.

5. Dissemination of the results of the archaeological investigations for the benefit of the local and wider community in the form of a Greater Manchester Past Revealed booklet or/and academic article).

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 - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

12) No phase of the development shall commence until a detailed construction management plan outlining working practices during construction for that phase of

the development has been submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust and dirt suppression measures;
- Highway dilapidation survey;
- Compound locations where relevant;
- Consultation with local residents;
- Location, removal/loading, storage and recycling of waste, plant and materials;
- Routing strategy and swept path analysis including details to ensuring that construction vehicles are one-way along Gould Street via Dantzic Street;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles;
- The retention of 24 hour unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signaling and communications cables for the Metrolink during construction and when the development becomes operational; and
- Method to control cranes oversailing the tramway

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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

13) Prior to the commencement of development (including any associated demolition works) in phases 3 and 4 of the development, a strategy to ensure there are no adverse effects on the adjacent viaduct structure shall be submitted for approval in writing by the City Council, as Local Planning Authority. This strategy shall include detailed design (including the results of any structural surveys) and the proposed viaduct monitoring regime during construction of these phases. The approved strategy shall be implemented for the duration of the construction activities associated with these phases.

Reason – In the interest of ensuring the development does not effect the safe operation of the adjacent tramway and viaduct pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) Prior to the commencement of any construction works that are required to be out greater than 1 metre deep within 1 metres of the Metrolink operational boundary, including piling works, a method statement shall be submitted for approval in writing

by the City Council, as Local Planning Authority. This shall include details of any track monitoring. The construction works shall be carried out in accordance with this method statement.

Reason – In the interest of ensuring the development does not effect the safe operation of the adjacent tramway and viaduct pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

15) Prior to the commencement of any development within each phase, all materials to be used on all external elevations of that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

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

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

16) The window reveals and soffits for the development shall be carried out in accordance with drawings GDS-AHR-P1-XX-DR-A-28-101 REV 2, GDS-AHR-P1-XX-DR-A-28-102 REV 2, GDS-AHR-P1-XX-DR-A-28-103 REV 2, GDS-AHR-P1-XX-DR-A-28-104 REV 2, GDS-AHR-P1-XX-DR-A-28-105 REV 2, GDS-AHR-P2-XX-DR-A-28-101 REV 2, GDS-AHR-P2-XX-DR-A-28-102 REV 2, GDS-AHR-P2-XX-DR-A-28-103 REV 2, GDS-AHR-P3-XX-DR-A-28-101 REV 2, GDS-AHR-P3-XX-DR-A-28-102 REV 2, GDS-AHR-P3-XX-DR-A-28-103 REV 2, GDS-AHR-P4-XX-DR-A-28-101 REV 2, GDS-AHR-P4-XX-DR-A-28-102 REV 2 and GDS-AHR-P4-XX-DR-A-28-103 REV 2 stamped as received by the City Council, as Local Planning Authority, on the 19 January 2021

This includes the extent of the window reveals and detailing will be as follows:

- Minimum window reveal 300mm;
- Brickwork to Soffits of all windows.

Reason – In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

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

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

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

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

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

18) Prior to any above ground works of a phase, details of the boundary treatment shall for that phase be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then be implemented as part of the phase and be in place prior to the first occupation of that phase of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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.

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

For the avoidance of doubt the scheme shall include the following:

- Verification report providing photographic evidence of construction; and
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The approved scheme shall then be implemented in accordance with the details and thereafter managed and maintained for as long as the development remains in use.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

20) The development hereby approved shall be carried out in accordance with the Energy Strategy and ES stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020. A post construction review certificate/statement for each phase shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase. This review shall include a strategy to phase the natural gas elements out of the development including a mechanism for this to be reviewed with the City Council, as Local Planning Authority, at an agreed point in the future.

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

21) Notwithstanding drawings DR L 0001 P10 and DR L 1000 P09, landscape design and access, 2277-PLA-XX-XX-DR-L-3001, 2277-PLA-XX-XX-DR-L-3002 and 2277-PLA-XX-XX-DR-L-3003 statement stamped as received by the City Council, as Local Planning Authority, on the 10 May 2021 and 13 November 2020 respectively, (a) prior to the first occupation of each phase details of a hard and soft landscaping scheme (including appropriate materials, specifications) for that phase shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme for each phase shall be implemented prior to the first occupation of the residential element of each phase. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

23) Notwithstanding the ES Vol 1, Chapter 9 and ES vol 2 Appendix 9.1 stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020,

(a) Prior to the first occupation of each phase of the development hereby approved (save for the enabling works phase), details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (Laeq) below the typical background (LA90) level at the nearest noise sensitive location.

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

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

24) (a) Notwithstanding the ES Vol 1, Chapter 9 and ES vol 2 Appendix 9.1 stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, prior to the first use of commercial units in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, a scheme of acoustic insulation for that commercial unit within each phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of the commercial unit within phase 4, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) Notwithstanding the ES Vol 1, Chapter 9 and ES vol 2 Appendix 9.1 stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020, (a) prior to the commencement of development of each phase of the development, a scheme for acoustically insulating the proposed residential accommodation within

that phase of the development against noise from Gould Street, Bilbrook Street, local traffic network and the adjacent railway/tram line shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the phase of development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (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 L Aeq
Gardens and terraces (daytime) 55 dB L Aeq (where practically possible)

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

26) The residential element of the scheme shall be carried out in accordance with drawings GDS-AHR-SO-02-DR-A-PL-013, GDS-AHR-SO-02-DR-A-PL-014, GDS-AHR-SO-02-DR-A-PL-015 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 and Waste strategy stamped as received by the City Council, as Local Planning Authority, on the 16 November 2020. The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.

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

27) Prior to the first use of commercial units in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, details of the location and a waste management strategy for that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented for as long as the development is in use.

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

28) Prior to the first use of commercial units in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

29) Prior to the first use of commercial units in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of each commercial units and thereafter retained and maintained in situ.

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

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

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

31) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

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

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): No deliveries/waste collections

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

33) The commercial units as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 hereby approved, shall not be open outside the following hours:-

Monday to Saturday	08.00hrs - 23.00hrs
Sundays	09.00hrs - 23.00hrs

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

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.

34) Each commercial unit, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

35) The commercial unit in phases 3 and 4, as shown on drawings GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 can be occupied as Class E (excluding convenience retail) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

36) In the event that any of the commercial unit in phases 3 and 4, as shown on drawing GDS-AHR-P3-B2-DR-A-PL-001 and GDS-AHR-P4-B2-DR-A-PL-001 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 is occupied as a café/restaurant, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

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

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

37) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the residential development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

38) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), 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/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the

National Planning Policy Framework.er and the guidance contained within the National Planning Policy Framework.

39) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of each phase of the development (save for the enabling works phase) the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

40) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020.

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

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

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

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

41) Prior to the first occupation of the residential element within each phase of the development details of the cycle provision for that phase (including cycle hire scheme), shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details for that phase shall then be implemented prior to the first occupation of the residential element within that phase and thereafter retained and maintained in situ.

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

42) Prior to the first occupation of the residential element of each phase the car parking layout for that phase as indicated on drawings GDS-AHR-P1-00-DR-A-PL-001, GDS-AHR-P2-00-DR-A-PL-001, GDS-AHR-P3-B1-DR-A-PL-002 and GDS-AHR-P4-B1-DR-A-PL-002 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

Reason - To ensure sufficient car parking is available for the occupants of the office element of the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

43) Prior to the first occupation of the residential element of each phase, a scheme of highway works and footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Introduction of speed restrictions (20mph) and traffic calming (including signage and lining) measures to the surrounding road network (including Gould Street, Wiliamson Street, Bromley Street and Willimason Street);
- Introduction of on street car club bay in the vicinity of the site and loading bay to Bromley Street,
- SCOOT validation;
- Traffic Regulation Order (TRO) review of the surrounding road network and introduction of a revised TRO scheme to manage on street parking;
- Cycle and pedestrian audit of the surrounding area and identification of improvement measures;
- Creation of means of access, tactile paving, kerb upstands, resurfacing of footways and other improvement and alterations to the public realm around the application site (to be informed by the cycle and pedestrian audit);
- Introduction of ‘give way’ markings at the junctions;
- Widening of Bromley Street 9between the service road and Burstock Street and Bromley Street); and
- Installation of street trees and cutting back overgrown vegetation

The approved scheme for each phase shall be implemented and be in place prior to the first occupation of the residential element of each phase and thereafter retained and maintained in situ.

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

44) Prior to the first occupation of the car park for each phase of development, a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented for as long as the development is occupied.

Reason – To ensure that management arrangements are in place for the car parking and its access pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

45) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020, within one month of the practical completion of each phase (save for the enabling works phase), and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

46) Prior to the first occupation of the residential element of each phase, the installation 7kw electric car charging points shall be fitted to each car parking space shown on drawings GDS-AHR-P1-00-DR-A-PL-001, GDS-AHR-P2-00-DR-A-PL-001, GDS-AHR-P3-B1-DR-A-PL-002 and GDS-AHR-P4-B1-DR-A-PL-002 stamped as received by the City Council, as Local Planning Authority, on the 13 November 2020 shall be implemented and remain available for as long as the development is in use. Verification of the installation shall be submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the residential accommodation within each phase.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

47) Prior to the first occupation of each phase, details of bird and bat boxes to be provided (including location and specification) in that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

48) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development in located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

49) Prior to the first occupation of each phase of the development a signage strategy for the entire buildings within that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

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

50) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

51) The development hereby approved shall include for full disabled access to be provided to the internal courtyard and communal walkways and via the main entrances and to the floors above.

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

Informatives

- A protected species License may be required to be obtained from Natural England before any work could be undertaken which could cause harm to bats.

- The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

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: 128248/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

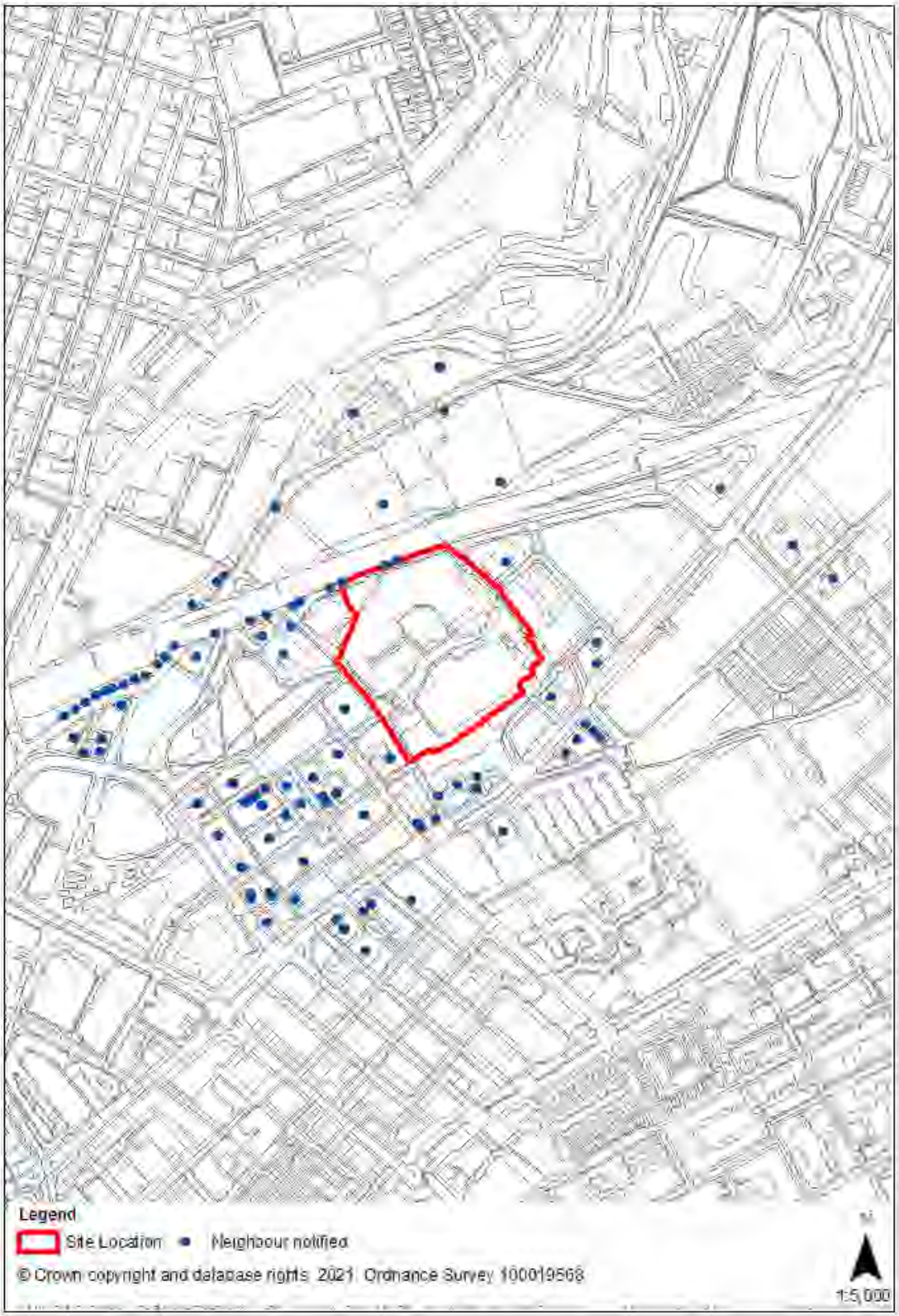
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Strategic Development Team
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
National Amenity Societies
Greater Manchester Ecology Unit
Friends Of Angel Meadow
Network Rail
Planning Casework Unit
Manchester Airport Safeguarding Officer

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

Representations were received from the following third parties:

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