

Application Number	Date of Appln	Committee Date	Ward
129273/FO/2021	9th Mar 2021	29th Jul 2021	Deansgate Ward

Proposal Demolition of existing structures and the construction of two residential buildings of 56 storeys (plus basement and roof plant) (use class C3), with ground floor commercial uses (use class E), car parking, cycle provision, landscaping, access and other associated works

Location 34 Great Jackson Street, Manchester, M15 4NG

Applicant Great Jackson Street Estates, 66 Waterpark Road, Salford, M7 4JL

Agent Hodder + Partners, SGI Studios, 1 Kelso Place, Manchester, M15 4LE

EXECUTIVE SUMMARY

The proposal is for 1037 residential units in two 56 storey towers. There would be public and private amenity space, 236 parking spaces, 1040 internal cycle spaces and 40 visitor cycle spaces.

There have been 12 representations, 11 of which object to the proposal.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies and the scheme would provide much needed housing in a highly sustainable location.

Viability & Affordable Housing: A commuted sum of £1,037,000 would be secured via a S106 agreement for off-site affordable housing.

Height, Scale, Massing and Design: The heights, scale and massing of the buildings would be in keeping with the scale of development in Great Jackson Street. The buildings would make a positive contribution to the street scene on this gateway route.

Residential Amenity: The development would have an impact on the amenities of existing residents particularly in terms of loss daylight. However, the impacts are considered to be acceptable in a City Centre context and not so harmful as to warrant refusal of the application.

Wind: A desktop wind study concludes that, with mitigation measures, wind conditions within and around the site would be largely suitable and safe for pedestrians and the intended uses.

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location and it include measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity

enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

This 0.6 ha site is bounded by the Mancunian Way; a concrete batching plant; Garwood Street, which provides vehicular access to and from the Mancunian Way, and vacant sites with the Deansgate Square South Tower beyond to the north. City South, a five to eight storey apartment block, and the River Street student tower are to the west on Garwood Street. The residential buildings of Boatmans, Lumiere, The Nile and Medlock Place (all between 8 and 10 storeys) front City Road East to the north of the site. The site is occupied by a couple of warehouses last used for temporary public car parking. Hulme Park and large areas of housing lie on the opposite side of the Mancunian Way to the south of the site.

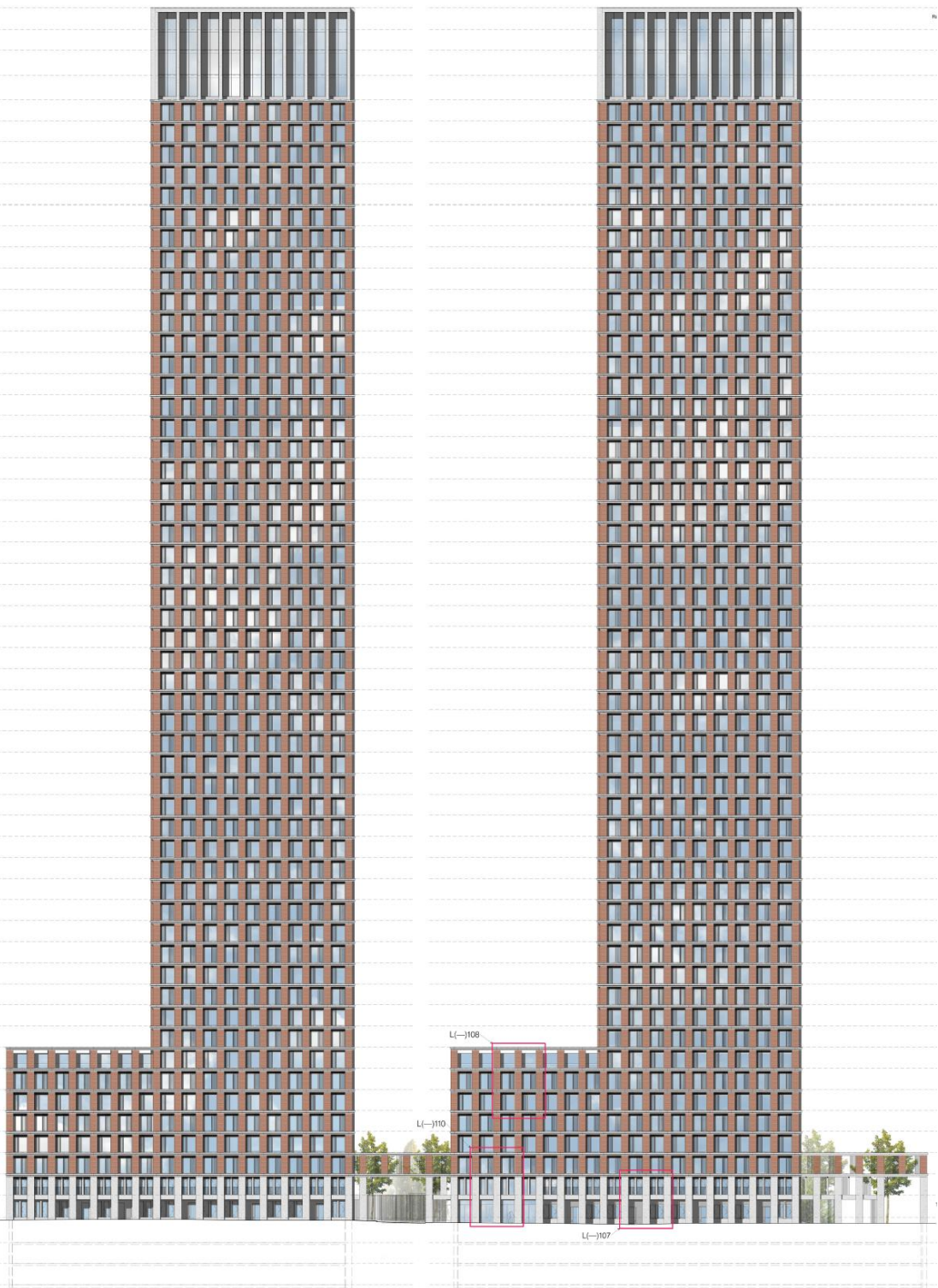
The Great Jackson Street area includes cleared sites, light industrial uses and the Gaddum Centre office building. Much of the area has been redeveloped with the four towers of Deansgate Square (37 to 64 storeys) to the north and Crown Street (21 to 52 storeys) to the north west. Castlefield Conservation Area is 250m to the north west and there are listed buildings in the vicinity, including: the former Bridgewater Canal Company offices (Grade II) at the junction of Chester Street/Great Jackson Street; the Floodgate at Knott Mill Bridge; the Boundary Stone on Knott Mill Bridge; the Roman Catholic Church of St Wilfrid, George Street, Hulme; and the School House, Jackson Crescent, Hulme.

The Proposal

The proposal is for two residential 56 storey towers and public realm. Townhouses, a commercial unit and car parking would be located at the ground, first and basement levels, with apartments on the upper levels. The application proposes:

- 1037 homes (Use Class C3) with 33 per cent one bedroom/studio, 60 per cent two bedroom and 7 per cent three bedroom;
- 117 (11%) apartments are wheelchair adaptable;
- 236 residents' car parking spaces, with 17 (7%) accessible and 48 (20%) with electric vehicle charging points (EVCs) (the remaining 80% capable of future conversion) at ground level and three basement levels;
- 1040 internal cycle storage spaces with an additional 40 spaces in the public realm;
- One commercial (Use Class E) unit of 180 sqm (GIA) fronting Great Jackson Street in the north east corner of the West Block;
- Residential amenity space including communal external roof top gardens, gym and lounge areas; and
- An upgraded pedestrian link from the Hulme Bridge to Great Jackson Street through a landscaped public realm area at the western end of the site.

Proposed Level
 +204.45
 1st Floor Level
 +200.00
 Level 05
 +200.00
 Level 11
 +198.00
 Level 12
 +193.00
 Level 12
 +193.00
 Level 15
 +187.00
 Level 16
 +187.00
 Level 18
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 Level 06
 +52.00
 Level 05
 +49.00
 Level 04
 +46.00
 Level 03
 +43.00
 Level 02
 +40.00
 Level 01
 +37.00
 Terrace Level 00
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 Basement 01
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 Basement 02
 +27.00
 Basement 03
 +24.00



L(-)108

L(-)110

L(-)107

GREAT JACKSON STREET



Ground Floor Plan

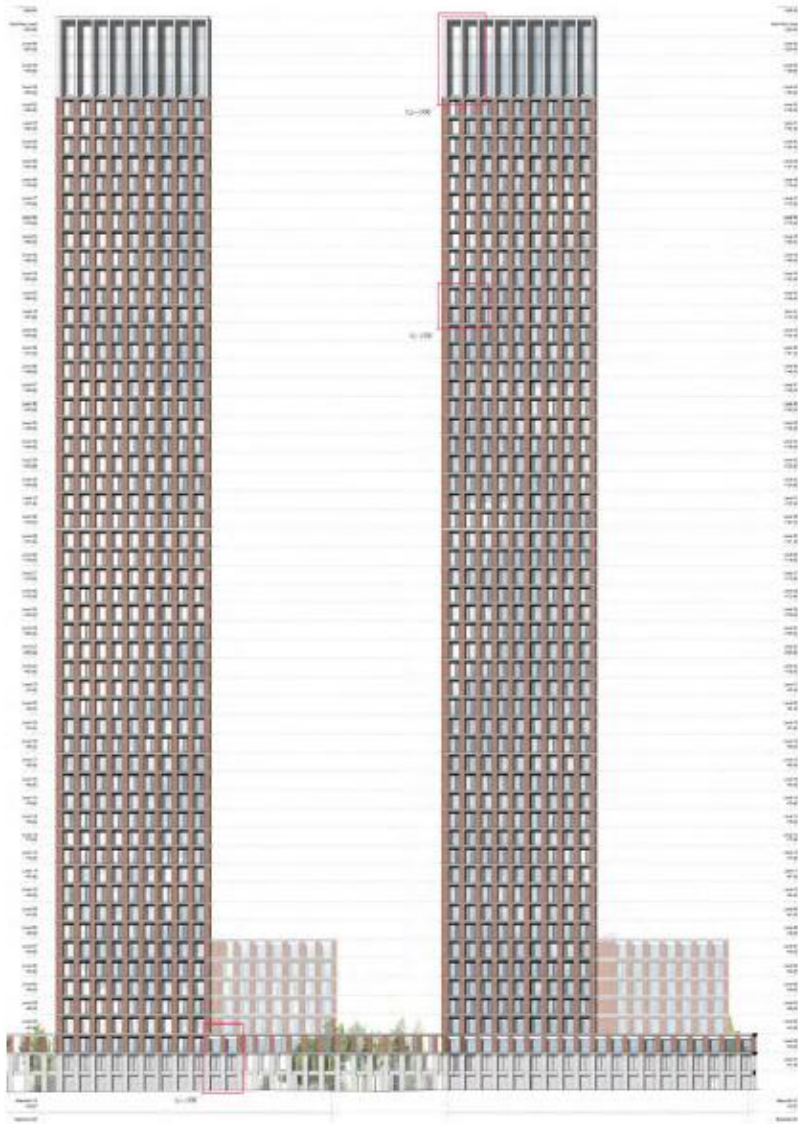
Each block would have townhouses fronting the road and a communal residential entrance would be provided to the west of each block fronting landscaped areas. Servicing for the West Block would be from a new layby on Great Jackson Street and servicing for the East Block would be from a loading bay within a landscaped area between the buildings, where there would also be a drop off bay and access to the West Block's car park. Access to the East Block car park would be off Garwood Street.

The main residential bin stores would be located on the first floor of each block, with access to the ground floor via a ramp to take bins down to the collection point. Residents would be provided with bins for general waste; pulpable waste; and co-mingled recyclables. Residents would store waste in their apartments and take it to a tri-separator chute on each floor. At the base of the chute would be a Bi or Tri-Separator chute discharge feeding into a waste container. The townhouse residents would store waste internally before taking it to dedicated waste storage rooms less than 30m away. The management company would monitor the recycling rates and promote actively high recycling. The commercial unit would have its own arrangements.



The buildings would have a three storey podium with two rectangular towers. At the eastern end of each podium would be an eight storey block (including the podium). Roof gardens and terraces would be formed at Levels 2 and 7. The ground and first floors would be expressed as a concrete plinth, with the north, east and west elevations having a double glazed aluminium window system and louvres with silver anodised aluminium frames, whilst the south elevation facing the Mancunian Way would have reconstituted stone precast concrete panels with cast in ventilation openings in light grey with an acid etched finish. The treatment to the first three floors would continue as an open colonnade structure around the perimeter of the site, which would be permeable to pedestrians and permit views into the landscaped courtyards. Openings in the colonnade would be partially infilled with porous screens to mitigate wind down drafts from the tower at street level.

The main body of the towers would appear as a regular grid of brick piers, using precast concrete piers with cast-in red brick slips, with an expressed horizontal concrete string course at each floor level. Aluminium windows would be deeply recessed behind vertical louvres, which would provide solar shading, as well as edge protection to the opening vents behind. The top four floors of the buildings would consist of reconstituted stone precast concrete vertical fins in light grey with an acid etched finish, with full height glazing set back in between the fins.



Mancunian Way Elevation



Detailed Elevation of Car Park / Bike stores



Detailed Elevation of Perimeter Colonnade

Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been

notified. Representations from 12 people have been received with the following comments:

One representation in support – this area of the city centre is currently under-utilised and the proposed new buildings would further add to this exciting new neighbourhood, although there needs to be more greenspace, parking, bike lanes and investment in public transport.

The postcode and address are incorrect.

Not in accordance with the Great Jackson Street Regeneration Framework (SRF) – The towers are higher than shown in the SRF. Residents in Deansgate Square South Tower paid a premium for apartments above a certain level based on the SRF so that they would have unrestricted views and light. The proposal would overshadow them, block the view and reduce property values. The existence of the main sewer pipe should have been identified at the original planning stage. The budget should not be so tight that the building has to be built twice as high to gain any profit – the additional cost of diverting the sewer should be covered by contingency/risk.

The proposal does not take into account the living and environmental aspects of the Plot F development. As Deansgate Square, Plot F and Plot G are very close to each other, the latest design of higher buildings on Plot G will worsen the overall living and environmental quality if the Plot F scheme is unchanged.

Precedent – Allowing this modified proposal would set a dangerous precedent, opening the door for additional requests for variations potentially resulting in an even taller building or, if the budget is so tight, the stalling of the development, resulting in a blot on the otherwise wonderful Great Jackson Street development.

Mental Health – proliferation of towers is detrimental to residents' mental health.

Overcrowding – It is already an overcrowded site.

Design – The buildings are ugly and not in keeping with the existing glass and steel towers in the area, such as the Deansgate Square towers and Beetham Tower. They are comparable to the Arndale Tower or North Tower in Salford.

Traffic – The size of the towers would result in an increase in traffic, congestion and pollution.

Parking – There is already a severe lack of parking in the area, which the new development, along with all the other high-rise developments, would exacerbate. The Council needs to invest more in affordable parking spaces, or invest in safer bike lanes, crack down on bike theft and expand public transport. The City Council has suspended the provision of resident parking permits for this area, which is irrational. Permits could relieve the pressure on residents.

Noise – The increase in population will result in more noise.

Crime – The area will become densely packed with dark areas and alleyways resulting in an increase in crime and anti-social behaviour.

Overshadowing – The towers will overshadow the South and West Towers of Deansgate Square, including the outside roof terrace and result in loss of daylight and sunlight to residents living below the 56th floor.

Overlooking – The buildings are too close to the existing buildings resulting in overlooking and loss of privacy.

Unit Size – Not in keeping with the size and quality of units within the area – believe the size of a number of units are below the recommended national minimum size.

Flats are sold to overseas investors who leave them empty as an investment.

Loss of views – Views from the Deansgate Square towers will be obliterated.

Impact on the South Tower – The beauty and iconic nature of the Deansgate Square South Tower (being the tallest habitable building outside London) would be obliterated by a pair of ugly, poorly designed towers in its path.

Lack of affordable housing.

Lack of facilities, including NHS and educational services, in the area to support such an increase in number of units.

Property Values – The towers would reduce property values and drive down rents in the Deansgate Square towers.

Contribution to Climate Change – The impact of overshadowing of the existing buildings would result in use of more lights and heating contributing to climate change.

Greenspace and Loss of Trees – Developers should commit to providing more greenspace in the area as it is currently lacking. There are only a few trees on Great Jackson Street and the proposal is to remove them all.

Consultees

Environmental Health - Recommends conditions regarding contaminated land, servicing hours, fumes, construction management plan (CMP), opening hours, lighting, acoustics, waste and air quality.

MCC Flood Risk Management - Recommends conditions requiring Sustainable Urban Drainage Systems (SuDS).

Highway Services - Requests further details on trip generation. The relocation of three Pay and Display (P&D) parking bays would require an independent road safety audit. The applicant should fund a pedestrian refuge at the junction of Garwood Street/City Road East/Great Jackson Street and a car club bay within the

development's car park. Recommends conditions on the provision of cycle parking, a servicing management strategy, a full Travel Plan, a Construction Management Plan (CMP), off-site highway works, the provision of a car club bay and electric vehicle charging points.

Neighbourhood Team Leader (Arboriculture) - The 10 highway trees should be kept if possible. If it is necessary to remove them, new trees should be planted as close to the existing tree locations as possible. Mitigation planting proposals should be accurate and the use of contained tree planting either in the ground or in raised planters is not supported.

Greater Manchester Ecology Unit - Recommends conditions regarding the protection of nesting birds, the control/removal of Japanese knotweed, measures to enhance biodiversity and a Construction Environmental Management Plan for Biodiversity.

Environment Agency - No objection subject to the inclusion of conditions relating to contaminated land, piling and surface water drainage.

Greater Manchester Archaeological Advisory Service - No archaeological works are required.

Historic England (North West) - Historic England has no objection on heritage grounds.

Manchester Airport Safeguarding Officer - Agrees with the comments of NATS and their requested conditions, and requests conditions be attached requiring building lighting and an assessment of any solar PV due to ocular hazard to pilots.

National Air Traffic Safety (NATS) - The proposal is expected to have a technical impact on the Manchester M10 Radar at Manchester Airport, which should be mitigated through the imposition of aviation conditions.

Natural England - No objection.

United Utilities Water PLC - Recommends conditions regarding drainage.

Issues

Relevant National Policy

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

"For decision-taking this means: approving proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an

up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 1037 homes to a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required in appropriate locations within Manchester as the city grows. The City Centre is the biggest source of jobs in the region and the accommodation proposed would support the growing economy and help to create a vibrant, thriving and active community.

Section 6 - Building a strong and competitive economy - The proposal is for a high-quality scheme in an area in need of further regeneration. It would create jobs during construction and would complement the existing community. New residents would support the local economy through the use of facilities and services.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester’s growth objectives, and deliver housing required to support a growing economy and population. It would be in a location that is well connected and would help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is close to the Deansgate tram and train interchange and bus routes. Development in this highly sustainable location would contribute to wider sustainability and health objectives and give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – This high density development would provide homes and other uses on a brownfield site and safeguard and improve the environment and ensure safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) - The high quality buildings would raise design standards.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is highly sustainable and would seek to achieve a ‘Very Good’ BREEAM rating for the commercial element. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies

from conception, through feasibility, design and build stages and in operation. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1 (Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. 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, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The site is highly accessible supporting sustainable growth and helping to halt climate change.

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

S03 Housing – The scheme would provide 1037 homes in a highly accessible location and meet demand for housing near to jobs, in a sustainable location. It would address demographic needs and support economic growth, which requires housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport – The development would be highly accessible, reducing the need to travel by private car and making the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources. This would help mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would be highly sustainable and would provide high quality homes close to economic and commercial development. It would be close to sustainable transport and maximise use of the City's transport infrastructure. It would enhance the built and natural environment and create a well-designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – New homes are required in the City Centre The development would be located within an area identified for residential development and would contribute to meeting the City Centre Core Strategy housing targets.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would create activity and increase footfall. The commercial unit would provide services for all residents in the area.

Policy CC8 Change and Renewal – This large scheme would support the City Centre's employment and retail role and improve accessibility and legibility. It is consistent with the approved development framework for the area.

Policy CC9 Design and Heritage – The design would be appropriate to the City Centre context. It would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The flats would be a mix of studios, one, two and three bedroom apartments and townhouses, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building and site would be accessible.

Policy H1 Overall Housing Provision - The development would provide City Centre homes, consistent with regeneration objectives, and help to create a mixed-use community. It would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H8 Affordable Housing – A viability appraisal has been submitted regarding affordable housing which is discussed in more detail below.

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

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

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves good quality design and would enhance the character of the area and the image of the City. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The design would be appropriately located within the site, contribute positively to sustainability and place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The development would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area nor on the settings of nearby listed buildings and this is set out in more detail later in the report.

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

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

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes public realm and tree planting, as well as green rooftop gardens, adding to the network of green spaces and allowing for adaptation to climate change in an urban area.

Policy EN11 Quantity of Open Space, Sport and Recreation – The proposal would provide open space to provide for the increase in population created by the development. It would also increase inter-connectivity between spaces to allow better links for disabled people, pedestrians and cyclists, and enhance biodiversity.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared and this is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions.

Policy EN 17 Water Quality – There would be no adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

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

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy DM2 Aerodrome Safeguarding – Measures are required to ensure that the proposal would not affect the operational integrity or safety of Manchester Airport or Manchester Radar, which would be secured through a condition.

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site does not have archaeological interest.

DC26.1 and DC26.5 Development and Noise – An acoustic assessment considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and can be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later in this report.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

- Delivering the first phases of new residential accommodation.
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park.
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities.

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 within the context of objectives for growth and development. The proposal includes a comprehensive landscape scheme with extensive tree planting and green roofs. It would create pedestrian linkages through from Hulme to the public realm area and riverside walkway at Deansgate Square, improving access to the River Medlock.

Great Jackson Street Development Framework

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. The Framework was updated in 2015 and again in January 2018, following public consultation. It forms a material consideration in the determination of planning applications. The overall aim of the framework is to create a high quality residential neighbourhood with high value homes that would support the growth of the economy. It would be possible to create a vibrant, safe, secure and sustainable community incorporating a range of dwelling types, providing an attractive place to live. This would be supported and underpinned by the creation of a high quality environment including areas of public space, shared/private amenity space and new pedestrian linkages and connections. The planning application is broadly consistent with the overall aims of the updated Framework.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Climate Change

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

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

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

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

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

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) –

This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, including investing in our natural environment to respond to climate change and to

improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide-ranging consultation.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

The alignment of the proposals with the policy objectives set out above is detailed below.

Legislative requirements

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

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

Air quality;
Daylight and sunlight;

Noise and vibration;
Socio-economic;
Townscape and visual impact; and
Wind microclimate.

These issues are dealt with in detail further on in the report below.

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.

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

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new homes and more homes are required to support economic growth and development. The proposal would develop a strategic site in one of the City's key regeneration areas and would help to transform a key entry point into the City.

Development Frameworks for First Street and Great Jackson Street aim to regenerate large parts of the southern edge of the City Centre. The SRF envisaged three buildings of between 19 and 27 storeys on the site, providing 580 apartments. The need to divert a major sewer on the site has added significant costs to the development of this site and rendered part of the site undevelopable. The density of the development has, therefore, been increased to 1037 homes, in order to make the development of the site viable. Despite this change to the scale, massing and quantum of development envisaged by the Great Jackson Street SRF, it is considered that the proposal would still be consistent with the aims of the SRF and could act as a catalyst for further development and regeneration.

The homes, commercial facility and public realm would create a critical mass of activity and attract people to the area. It represents an opportunity to expand the active core of the city centre towards the south and is a significant component of the continued social and economic development of the city.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more homes. This area has been identified as a suitable location for further residential development. This would be consistent with a number of the Greater Manchester Strategy's key growth priorities.

The proposal would complement the residential community in the area. The quality, mix and size of the apartments would appeal to several sectors of the market, including owner occupiers and renters.

The development would be in keeping with the objectives of the Great Jackson Street Development Framework, City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current

and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

The NPPF provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

In relation to brownfield sites, the NPPF sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing and works to improve highway safety in the area. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement under Core Strategy Policy H8 that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions, including where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The application proposes 1037 new homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and would create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm both for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability. Viability has also been affected by the discovery of a main sewer running under the site, which requires major diversion works at substantial cost.

The applicant has provided a viability appraisal, which has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council. This has concluded that a £1,037,000 commuted sum for off-site affordable housing in the City should be accepted, which equates to 0.93% of the requirement outlined in policy H8, as the scheme could not support a greater contribution. The developer's profit would be 10% on cost (9.09% of the Gross Development Value (GDV)), which is lower than the minimum guidance in the NPPF. Acceptance of a £1,037,000 commuted sum would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

The scheme would deliver benefits on the site through the provision of buildings of a high design specification and high quality materials, as well as areas of high quality public realm, and the applicant has agreed that they would provide a financial contribution, which it is considered should go towards the provision of off-site affordable housing.

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABE and English Heritage Guidance published in 2007.

Assessment of Context and Heritage Assessment

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered and the application is supported by a Heritage Statement and a Townscape and Visual Assessment of the proposal.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

The site is not within a conservation area, but is approximately 250m from the south-eastern edge of Castlefield Conservation Area and there are a further 22 heritage assets within a 500m radius around the site as follows:

1. Eastern wall fragment of Roman fort, Scheduled Ancient Monument
2. Church of St George, Grade II*
3. Churchyard Walls, Gate Piers and Gates of St. George's Church, Grade II
4. Former Bridgewater Canal Offices, Grade II
5. Former Congregational Chapel, Grade II
6. Merchant's Warehouse, Grade II
7. Middle Warehouse at Former Castlefield Goods Yard, Grade II
8. 29-41 Liverpool Road, Grade II
9. Lock-Keeper's Cottage at Lock No 91 Next to Gaythorn Tunnel, Grade II
10. Lock No. 91, at east end of Gaythorn Tunnel, Grade II
11. Rochdale Canal Lock No 92 (Dukes Lock) and Castle Street Bridge, Grade II
12. Manchester South Junction and Altrincham Railway Viaduct, Grade II
13. Deansgate Station, Grade II.
14. Floodgate on east side of Knott Mill Bridge, Grade II
15. Boundary Stone on Knott Mill Bridge, Grade II
16. Roman Catholic Church of St. Wilfrid, Grade II
17. School House, Grade II
18. G MEX (Manchester Central), Grade II*
19. The Britons Protection Public House, Grade II
20. Nos. 13-17 Albion Street, Grade II
21. Former Cotton Mill on West side of junction with Cambridge Street, Grade II
22. Mill Chimney Stack on West side of junction with Cambridge Street, Grade II

The impact of the development on the townscape and the settings of these heritage assets has been assessed within the Townscape Visual Impact Assessment and the Heritage Statement through the appraisal of 19 different viewpoints (nine of which include heritage assets). Whilst at some distance from Castlefield Conservation Area, the site forms a negative feature, which is detrimental to the wider setting of the conservation area. It is considered that the proposal represents an opportunity to enhance the streetscape within the area as well as the character and appearance of the setting of Castlefield Conservation Area.

As the main higher grade heritage assets, (including St Peter's Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II*) and Central Library (grade II*), and Liverpool Road Station (grade I) are some distance away, the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Deansgate Square at Owen Street.

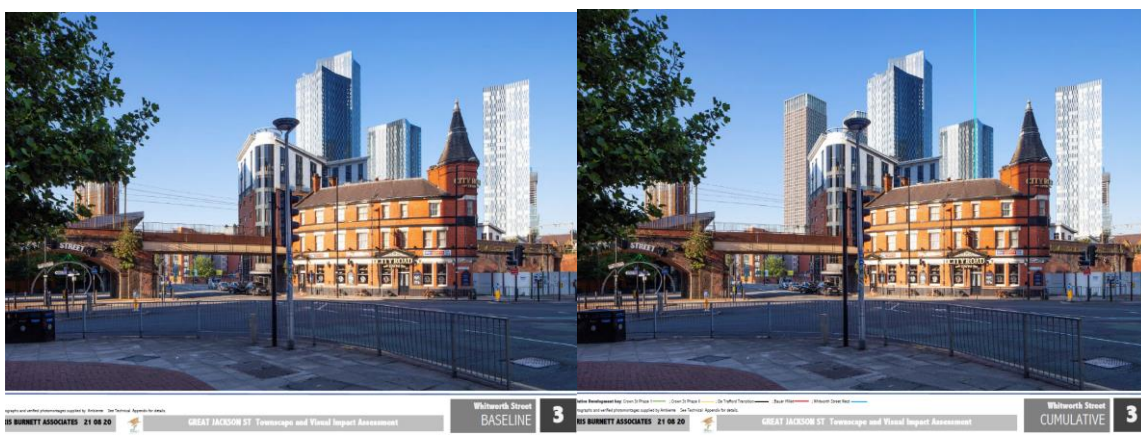
Whilst the proposal would clearly be visible in some views, the Heritage Statement found that the visual impact upon the settings of the heritage assets in all views would be neutral, meaning that any difference in the view would be imperceptible or appropriately balanced. This is largely because the proposal would be situated in an area already defined by buildings of height and scale, it would often be read in the background of the view and it would not detract from the ability to appreciate the special interest of the heritage assets in the view. It is considered, therefore that the

proposal would not amount to 'harm' to the significance of the heritage assets and therefore no additional justification of the proposal is required on heritage grounds.

The proposal would not have a significant adverse impact on any important townscape views and would create a positive landmark. It would be a high quality architectural statement and enhance the skyline and have a positive effect on the townscape.



Proposed view from Hulme Park



Architectural Quality

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

High quality buildings would reinforce this gateway entry point to the city centre. Whilst they do not follow the massing and scale of development set out in the SRF, they would achieve a more elegant design with better separation distances, positively contributing to the group of tall buildings in this area, including Crown Street Phase 1, the four towers at Deansgate Square, Beetham Tower and Axis.

The development would retain the urban grain of the area and improve pedestrian routes from Chester Road and the Hulme Bridge. The podium and eight storey blocks on Great Jackson Street and Garwood Street would respond in scale to the existing neighbouring residential buildings to the east of the site on City Road East and allow the towers to be set further away from these buildings. The use of different fenestration patterns and materials for the podium and top floors give the development a tri-partite subdivision that is characteristic of traditional Manchester

buildings. The vertical proportions of the glazing would be in keeping with the fenestration of nearby listed buildings, such as the former Bridgewater Canal Offices and Middle Warehouse and the nearby modern towers. The buildings would have a slender appearance, with the red brick slips responding to the structures and buildings in Castlefield Conservation Area, as well as buildings to the east and south of the site. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be required.

Given the above, it is considered that the proposal would result in high quality buildings that would be appropriate to their surroundings.

Sustainable Design and Construction

An Environmental Standards and Energy Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise an enhanced 'fabric-led' material specification, and high quality design and construction standards to improve energy efficiency. The proposal would thereby accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy and a condition should be attached requiring the commercial elements of the scheme to achieve a BREEAM rating of at least 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures. Given the above, it is considered therefore that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering tall buildings, such as the Deansgate Square development, Crown Street Phase 1 and No1 Water Street. The viability of the scheme has been costed on the quality in the submitted drawings. The design team have experience of delivering tall buildings, such as those at Water Street, Great Marlborough Street and Cambridge Street, and have recognised the high profile nature of the site and the required design quality. A significant amount of time has been spent developing the proposals and the submitted scheme to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal includes public realm and landscaping within the site, upgrading the pedestrian link to the Hulme Bridge. The townhouses, apartments and commercial unit would bring activity to this area. They would enliven and provide natural surveillance to the public realm and the pedestrian routers that link to other areas. The proposal would provide permeability and connect to Deansgate, Hulme,

Castlefield, and First Street through enhanced pedestrian linkages across and around the site. The proposal builds upon the principles of the Great Jackson Street SRF, which define the balance between public space and density as a guiding principle for new development.



Effect on the Local Environment

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

(a) Daylight, Sunlight and Overlooking

The nature of high density city centre developments means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The Great Jackson Street Development Framework envisages high density development and scale. This is recognised in the NPPF.

A Daylight and Sunlight Report makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting. The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where

higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following residential properties and amenity areas have been considered due to their proximity to the site:

- Deansgate Square South Tower;
- Deansgate Square East Tower;
- The Boatmans, City Road East;
- Lumiere, City Road East;
- City South, City Road East;
- River Street (student accommodation);
- Rockdove Avenue (3 storey apartment building);
- Humberstone Avenue/Hulme Street (four 3-storey apartment buildings); and
- Crown Street Phase 2.

Daylight

The assessment has used the following methods to assess the impact of daylight: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the City Centre location where high density development is encouraged. A total of 2817 windows to 1747 rooms within the 13 properties were assessed. Out of the 2817 windows assessed for daylight, 2413 (86%) would meet the BRE guidelines for VSC. For NSL, 1571 (90%) of the 1747 rooms assessed would meet the BRE criteria. The impacts for each property can be summarised as follows:

Deansgate Square South Tower – For VSC, 111 (25%) of 437 windows would meet the BRE criteria, 232 (53%) would be altered by 31-40% and 94 (22%) by more than

40%. 210 (48%) would be to single aspect rooms. For NSL, all 228 rooms would meet the BRE criteria.

Deansgate Square East Tower – For VSC, 172 (32%) of 532 windows would meet the BRE criteria, 233 (44%) would experience an alteration of between 21 and 30% and 127 (24%) would be altered by 31-40%. 236 (44%) of the windows would be to single aspect rooms. For NSL, all 304 rooms assessed would meet the BRE criteria. The overall impact on daylight on the Deansgate Square towers is considered to be minor adverse and not significant, particularly given that the windows that would have a reduction in daylight currently receive very high levels of VSC and in absolute terms the levels of VSC that would be enjoyed by these windows post development would still be considered to be good (between 22.5% and 26.37% against a target of 27%), particularly in a City Centre environment.

The Boatmans, City Road East - For VSC, 26 (67%) of 39 windows would meet the BRE criteria, 1 (3%) windows would experience an alteration of between 21 and 30%, 5 (13%) would be altered by 31-40% and 7 (18%) by more than 40%. 13 (33%) would be to single aspect rooms. For NSL, 32 (97%) out of the 33 rooms assessed would meet the BRE criteria and 1 (3%) would experience an alteration between 21-30%. In terms of the VSC results the property includes design features such as balconies and recesses that make the rooms/windows particularly sensitive to nearby development. The baseline results show that only 12 of the 39 windows currently exceed the BRE target figure of 27%, demonstrating that the adverse results are generally due to the buildings existing architectural form. The BRE guide states that an adjacent developer should not be prejudiced by such existing design features. The overall effect on daylight to this property is therefore considered to be minor adverse and not significant.

Lumiere, City Road East - For VSC, 58 (44%) of 133 windows would meet the BRE criteria, 15 (11%) would experience an alteration of between 21 and 30%, 52 (39%) would be altered by 31-40% and 8 (6%) by more than 40%. 52 (39%) of the windows would be to single aspect rooms. For NSL, 98 (89%) out of the 110 rooms would meet the BRE criteria, 2 (2%) would experience an alteration between 21-30%, 6 (5%) would be altered by 31-40% and 4 (4%) by more than 40%. In terms of the VSC results, it should be noted that this property includes design features such as balconies and recesses that make the rooms/windows particularly sensitive to nearby development. The building is also close to The Boatmans building, meaning that the windows there already have a low starting value and are very sensitive to change. The baseline results for this building show that only 17 of the 133 windows currently exceed the BRE target figure of 27%, demonstrating that the adverse results are generally due to the building's existing architectural form and proximity to the adjacent building. The overall effect on daylight to this property is therefore considered to be minor adverse and not significant.

City South - For VSC, 35 (25%) of 141 windows would meet the BRE criteria, 36 (26%) would experience an alteration of between 21 and 30%, 19 (30%) would be altered by 31-40% and 51 (36%) by more than 40%. 47 (33%) windows would be to single aspect rooms. For NSL, 83 (66%) of 125 rooms would meet the BRE criteria, 29 (23%) would experience an alteration between 21-30%, 6 (5%) would be altered by 31-40% and 7 (6%) by more than 40%. In terms of the VSC results, the property

includes design features, such as recessed balconies and a courtyard, that make the rooms/windows particularly sensitive to nearby development. The baseline results for this building show only 56 of the 141 windows exceed the BRE target figure of 27% for VSC before the development and only 93 of the 125 rooms exceed the BRE target figure of 80% for NSL, demonstrating that the adverse results are generally due to the buildings existing architectural form. The overall effect on daylight to this property is therefore considered to be minor adverse and not significant.

River Street Student Accommodation - For VSC, 489 (99%) of 492 windows would meet the BRE criteria and 3 (1%) would experience an alteration of between 21 and 30%. None of the rooms affected would be single aspect rooms. All windows would meet the NSL criteria.

Rockdove Avenue - All windows and rooms would meet the VSC and NSL criteria.

Humberstone Avenue/Hulme Street - All windows and rooms would meet the VSC and NSL criteria.

Crown Street Phase 2 - All windows and rooms would meet the VSC and NSL criteria.

Sunlight

The BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

The sunlight assessment relates to windows that currently receive some direct sunlight. Out of the 2817 windows assessed for Sunlight 2812 (99%) meet the BRE guidelines for APSH in summer and 2813 (99%) meet the BRE guidelines for APSH in Winter. The impacts on the buildings around the site can be summarised as follows:

Deansgate Square South Tower - All of the windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

Deansgate Square East Tower - All of the windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

The Boatmans – Out of the 39 windows assessed, 28 (72%) would meet or exceed the BRE guidelines for Summer APSH and 11 (28%) would experience a greater than 40% reduction. 29 (74%) would meet the criteria for Winter, whilst 10 (26%) would experience a greater than 40% reduction. All the affected windows would be to single aspect rooms.

Lumiere - Out of the 133 windows assessed, 104 (78%) would meet or exceed the BRE guidelines for Summer APSH, 7 (5%) would experience alterations of between

21 to 30%, 14 (11%) a 31-40% reduction and 1 (1%) a greater than 40% reduction. 25 (19%) would be to single aspect rooms. 127 (95%) would meet the criteria for Winter, 1 (1%) a 31-40% reduction and 1 (1%) a greater than 40% reduction. 3 (2%) would be to single aspect rooms.

City South - Out of the 141 windows assessed, 112 (79%) would meet or exceed the BRE guidelines for Summer APSH, 6 (4%) would experience alterations of between 21 to 30%, 4 (3%) a 31-40% reduction and 10 (13%) a greater than 40% reduction. All of the affected windows would be to single aspect rooms. 126 (89%) would meet the criteria for Winter, 1 (1%) would experience alterations of between 21 to 30%, 3 (2%) a 31-40% reduction and 11 (8%) a greater than 40% reduction. All of the windows affected would be to single aspect rooms.

River Street Student Accommodation – All of the 492 windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

Rockdove Avenue - All of the 36 windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

Humberstone Avenue/Hulme Street - All of the windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

Crown Street Phase 2 - All of the 878 windows assessed would meet the BRE criteria for both Winter and Summer APSH and the effect would be negligible.

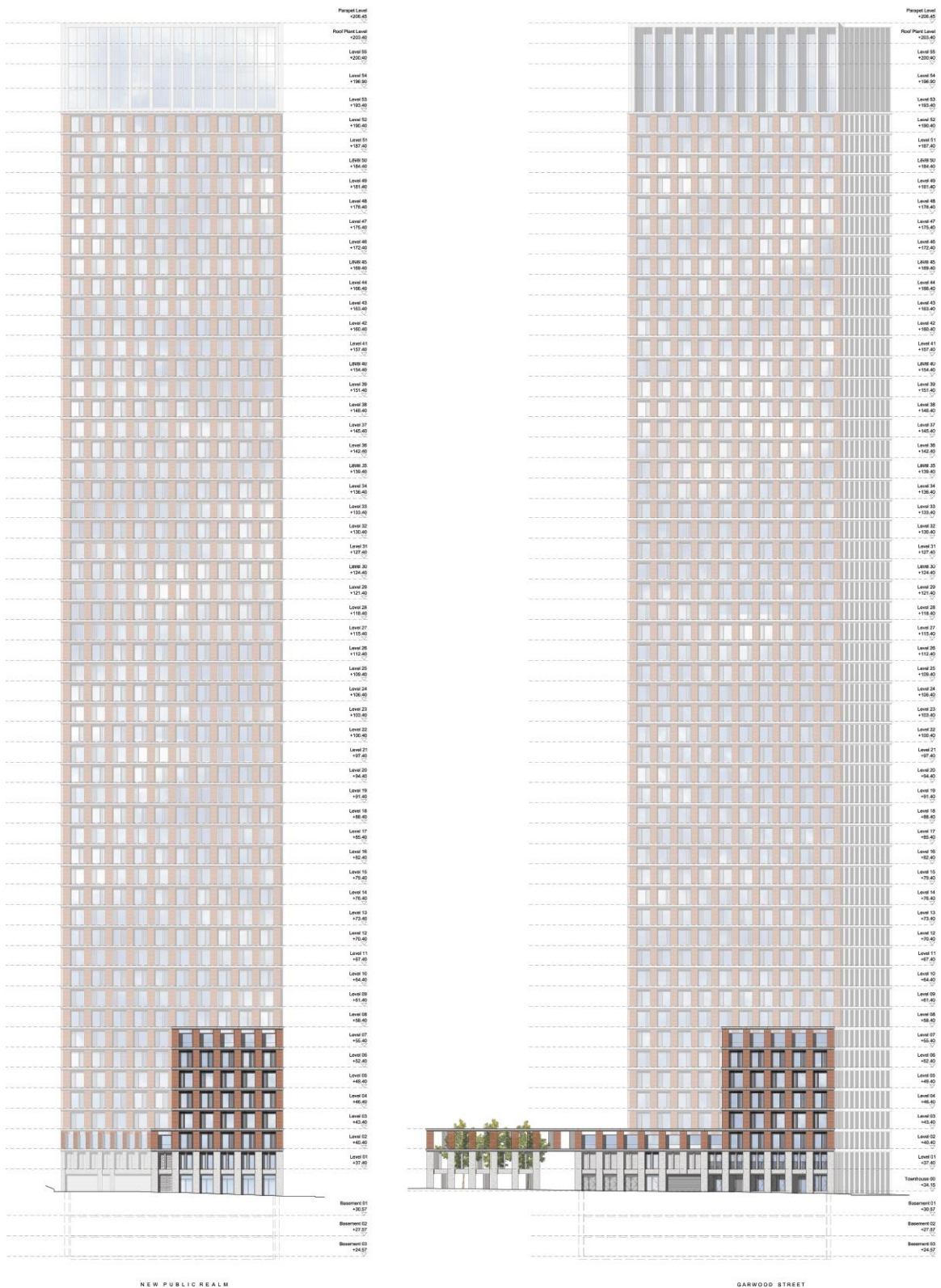
The above results for daylight and sunlight should be considered in the context of a site that has had low level buildings on it for years and buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation against which the impacts are measured do not represent the usual baseline situation that would be encountered within a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, given the small scale of these effects, the City Centre location and the context of the site, the impacts are not considered to be significant, do not require further mitigation and the impact of the proposal would be acceptable.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The Great Jackson Street Framework seeks separation distances of circa 20m where higher density developments are located. The proposed towers would be approximately 32m apart. The lower block fronting Garwood Street would be eight storeys and would be approximately 22m from the elevation of the City South building on the opposite side of Garwood Street, with the closest tower being 43m away. These are acceptable distances within the City Centre and the proposal

would not have a detrimental impact in terms of overlooking on residential properties near the site.



(b) Wind

A wind microclimate study has taken into account the different scenarios that the phasing of the development could result in and mitigation measures, including a 3-storey colonnade structure, porous screens, tree planting and hedging, form part of the proposal.

The study has shown conditions in and around the site would remain safe for all users except for a small area on City Road East near to the north west corner of the City South building where wind speeds would be approximately 15.4m/s once per annum and would exceed 15m/s for approximately 1.3 hours per annum. In accordance with the Lawson Criteria threshold, wind speeds exceeding 15.0 m/s for more than a target of 1 hour (and approx. 0.7 hours per annum for baseline conditions) are classified as unsuitable. However, the conditions only marginally exceed the lowest pedestrian safety threshold and the area affected is small. Furthermore, the dominant wind direction is likely to be along the road/thoroughfare so is unlikely to result in cross-wind for cyclists using the road. The localised effect is considered to be moderate adverse. When future developments are taken into account, all areas in and around the site would be safe for all users and the effects are considered to be negligible.

In terms of comfort, pedestrian level wind conditions within the site are considered suitable for the proposed activities including pedestrian access to and passage through or around the site, pedestrian ingress / egress at entrances and recreational uses of amenity spaces. At elevated levels, conditions are also generally suitable for the proposed recreational uses. A small area towards to the centre of the East Block's podium level terrace would be marginally windy, but likely tolerable for sedentary recreational uses beyond the summer months. Overall, these effects are considered negligible to no worse than localised minor adverse. For areas around the site, the suitability of surrounding wind conditions are not significantly changed from baseline conditions and the effect of the proposed development on surrounding conditions is considered negligible.

With the introduction of committed future surrounding developments, wind conditions in and around the site rate as safe for all users. The proposed development and future surrounds therefore have a negligible cumulative effect with regards to pedestrian safety. In terms of comfort, pedestrian level wind conditions in and around the site are not significantly changed from those discussed above for the proposed development with existing surrounds.

The proposal would modify the local wind environment and create improvements and some minor localised wind acceleration at pedestrian level. Wind conditions in and around the site would generally be safe for the public and suitable for their intended and existing uses or would remain unchanged or improved when compared to the baseline conditions. Given the above, whilst there would be some impact on the pedestrian environment in terms of safety and comfort, it is considered that these would be acceptable.

(c) Air Quality

The site is within an Air Quality Management Area (AQMA) and an Air Quality Assessment has assessed the impact on air quality at construction and operational stages. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance.

The Air Quality Assessment concludes that no specific mitigation measures are required for the apartments and the proposal incorporates measures to reduce air quality impacts to comply with Core Strategy Policy EN16, including:
48 Electric Vehicle Charging Points with future proofing to provide 100%;
1,040 private cycle parking spaces and 40 visitor spaces;
Improvements to pedestrian access; and
Travel Plan Implementation.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses.

(d) Noise and Vibration

A Noise Impact Assessment has identified that the sources of noise that could impact upon the homes are road traffic on Great Jackson Street and the Mancunian Way and noise associated with the commercial units, such as mechanical and electrical plant items. The residential units would be provided with Mechanical ventilation and heat recovery systems (MVHR) and high performance glazing to insulate them against noise and acoustic conditions should be attached to any approval to ensure that appropriate noise levels are met. Subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A baseline Television Reception Survey concludes that the use of tower cranes and the proposal could cause disruption to the reception of digital satellite television services in areas within 410m to the immediate north west of the site. If interference does occur this could be mitigated by the repositioning of satellite dishes. Interference to Digital Terrestrial Television (DTT) Freeview and VHF(FM) Radio is not expected. A condition requiring pre- and post-construction surveys and any mitigation measures should ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception that cannot be mitigated against.

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network and, whilst it would introduce additional vehicle movements these would not have a significant adverse impact on highway safety.

Sufficient parking would be provided on site to meet future residents' needs and the site is close to alternative transport means.

Provision of a Well-Designed, Inclusive Environment

The design would include a wide mix of apartment sizes and townhouses that could attract a range of occupants and help to foster a mixed community. Roof gardens and public realm would be provided as well as residential amenity facilities and a commercial unit, which would help to foster a sense of community. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings.

The high quality public realm, would provide amenity space and a through-route into Great Jackson Street from the Mancunian Way Footbridge. The active frontages overlooking Great Jackson Street and Garwood Street would increase activity and vitality in the area and increase passive surveillance. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would meet the Historic England guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a significant impact upon traffic and network capacity. The site is close to bus routes and bus stops, Deansgate Railway Station and Metrolink services at Deansgate-Castlefield. There are good pedestrian and cycle links around the site and the proposal would introduce further pedestrian linkages. The site is within walking distance of city centre services and amenities.

A Framework Travel Plan (TP) sets out a package of practical measures aimed at reducing the transportation and traffic impact, including the provision of public transport, walking and cycling information and a car club scheme. The Plan would encourage people to choose alternative modes over single occupancy car use and where possible reduce the need to travel.

The proposal is expected to have a technical impact on the Manchester M10 Radar located at Manchester Airport, which can be mitigated through the imposition of aviation conditions on any approval.

Waste and Recycling

The main residential bin stores would be located on the first floor of each block, with access via a ramp to on-street collection point. Residents would have three bins in their homes: one for general waste; one for pulvable waste; and one for co-mingled

recyclables. They would take waste to a tri-separator on each floor of both towers. At the base of the chute would be 1 no. Bi or Tri-Separator chute discharge feeding directly into a waste container. The separation outlets would feed recyclable waste directly into recycling waste containers. The residents of the townhouses would store their waste internally before taking it to dedicated independent waste storage rooms located at the first floor of each tower, less than 30m away. The total waste storage area for the West Block is approximately 425m², providing 129no. 1100L bins and approximately 200m² of manoeuvring space, whilst the East Block would have a total waste storage area of 400m², providing 126no. 1100L bins and approximately 175m² of manoeuvring space. Approximately 50% of the bins in the stores would be dedicated to recycling, including organic waste. The management company would monitor the recycling rates and promote high recycling rates.

The commercial unit would have: 1no. 660L bin for general refuse; 1no. 660L bin for pulpable paper/card recycling; and 1no. 660L bin for co-mingled recyclables.

A condition should ensure adequate waste storage and management and a condition would be required in relation to the waste strategy for the commercial unit.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site, and 7% of parking spaces would be fully accessible. The proposal would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The apartments, townhouses, commercial unit and public realm would bring additional vitality to the area. There would be windows overlooking all frontages which would enliven the street scene and help to provide natural surveillance of the public realm. A Crime Impact Statement provides detailed measures that would be incorporated into the scheme. It is recommended a condition would require the development to achieve 'Secured by Design' accreditation. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposals include high quality public realm with planting and green roofs to provide amenity for residents. Trees would be planted on Garwood Street and in the new public realm and roof top amenity areas. The proposal would enhance linkages to the rest of the Great Jackson Street area, including the large public realm area and riverside walkway adjacent to the River Medlock at Deansgate Square. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The Ecological Survey and Assessment has found the site to have limited ecological value, although it does support areas of trees and is used by nesting birds. A condition should, therefore, be attached to protect birds during the bird nesting season, as well as a condition requiring a Construction Environmental Management Plan for Biodiversity to protect other fauna and retained trees. Invasive Japanese knotweed is present, so a condition requiring control measures should be attached. The proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats and conditions should be attached to any approval requiring such measures.

Contaminated Land and Impact on Water Resources

A Phase 1 Preliminary Risk Assessment shows the possibility of some on site contamination. A condition should ensure that adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding). The proposed uses are considered to be appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposal with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Summary of Climate Change Mitigation

Ecosystems and biodiversity help to regulate the climate. The external amenity spaces, green roofs and external public and private realm would improve biodiversity and enhance wildlife habitats. Biodiversity would be enhanced by measures such as bat and bird boxes required via a planning condition.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. An enhanced 'fabric-led' material specification, renewable energy generation plus high-quality design and construction standards would improve the energy efficiency of the buildings. In accordance with Policies EN 4 and EN 6, the energy strategy would secure the following reductions in carbon emissions:

At least a 17.7% betterment over Building Regulations Part L1a for the residential elements of the scheme; and

At least 12.9% improvement in relation to Building Regulations Part L2a for the non-domestic zones.

On-site renewable energy generation also forms part of the proposals including photovoltaic panels. All accommodation would have MVHR to reduce the heat losses and energy demands. There would be active sensors to lighting in the common areas. Water consumption and water heating energy loads would be minimised with the use of water efficiency measures and waste water heat recovery systems would be provided to all showers and baths. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport. There would be 1040 cycle spaces, 48 Electric Vehicle Charging Points with future proofing for further provision, improvements to pedestrian access and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall the proposal includes measures that can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan, the Climate Change and Low Emissions Implementation Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

COVID-19 Potential Impacts

The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of both Grade A floor space and residential accommodation. Therefore, it remains critical to ensure a strong pipeline of both residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

The Council is currently working with a range of partners to plan amenity provision for a growing population. This approach takes a holistic city-wide view of where demand is increasing most significantly. There are specific plans in train for new healthcare provision and a new primary education facility to be located within the Great Jackson Street SRF area to service city centre demand.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the

short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

Response to Neighbour Representations

It is considered that the majority of the grounds of objection have been addressed in the report. However, further comments are provided below:

Address – the site address is taken from the Land Registry file and the information submitted is sufficient to identify the site.

Relocation of sewer pipe should not result in taller buildings – The applicant has considered different options and the increase in density from that set out in the SRF is required to provide a viable scheme.

Does not take Plot F into account - the living and environmental aspects of any Plot F development would be considered in relation to any scheme approved on Plot G as part of a planning application.

Precedent – The proposal is commercially viable and any material changes would need to be assessed through the planning process.

Mental Health – the application is supported by an Environmental Statement and reports that assess the impacts on local residents. The scheme would bring benefits to the area for local residents, such as an enhanced streetscape, public realm, enhanced pedestrian link to the Hulme footbridge, an increase in trees, improved passive surveillance and a reduction in anti-social behaviour, which would increase the safety and security of local residents.

Overcrowding – The scheme falls within the aims of the SRF for high density living. There is adequate amenity space and separation distances.

Design – The buildings are ugly and not in keeping with the existing glass and steel towers in the area, such as the Deansgate Square towers and Beetham Tower. They are comparable to the Arndale Tower or North Tower in Salford.

Lack of parking – The site is in a highly accessible location and a public car park is being developed at Crown Street.

Flats are sold to overseas investors – It is not known whether the homes would be for market sale or build to rent at this stage.

Loss of views – Views are not protected by planning policy or guidance.

Lack of facilities – The commercial unit could be used as a pharmacy and there is a doctors' surgery and school being developed at Crown Street.

Property Values – This is not a planning consideration. However, the proposal would contribute to the regeneration of the area, creating a more attractive and desirable location.

Contribution to Climate Change – The development is not expected to result in existing buildings using more lights and heating.

Conclusion

It is considered that a mixed-use development incorporating tall buildings and the proposed level of residential and commercial units would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for tall buildings and the development would be well designed and of a high quality at this important gateway site. It would fulfil an important role in providing residential accommodation within the City Centre.

Residential development would be consistent with a number of the GM Strategy's key growth priorities delivering housing to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City.

The development would not have a significant detrimental impact on the settings of nearby listed buildings or on the character and appearance of the nearby Castlefield Conservation Area. The development would have an acceptable impact on residential amenity and would regenerate a site that currently has a negative impact on the area, including improving the public realm and permeability within the area.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement and the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant.

Given the above, it is considered that the proposal is in accordance with Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework

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

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

Recommendation **MINDED TO APPROVE subject to a legal agreement for a financial contribution towards off site affordable housing**

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the development, access, and highways.

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:

Basement 3 GA Plan 0619 L(--)-B03 P3
Basement 2 GA Plan 0619 L(--)-B02 P3
Basement 1 GA Plan 0619 L(--)-B01 P3
Ground Floor GA Plan 0619 L(--)-000 P4
Level 01 GA Plan 0619 L(--)-001 P4
Level 02 GA Plan 0619 L(--)-002 P7
Level 03 GA Plan 0619 L(--)-003 P5
Level 04 and 06 GA Plan 0619 L(--)-004 P4
Level 05 GA Plan 0619 L(--)-005 P3
Level 07 GA Plan 0619 L(--)-007 P5
Level 08-32 GA Plan (Even Floors) 0619 L(--)-008 P4
Level 09-33 GA Plan (Odd Floors) 0619 L(--)-009 P3
Level 34-52 GA Plan (Even Floors) 0619 L(--)-034 P4
Level 35-51 GA Plan (Odd Floors) 0619 L(--)-035 P3

Level 53 GA Plan 0619 L(--)053 P4
Level 54 GA Plan 0619 L(--)054 P4
Level 55 GA Plan 0619 L(--)055 P4
Roof Plant Room Level GA Plan 0619 L(--)056 P3
Roof GA Plan 0619 L(--)036 P3

Great Jackson Street GA Elevation 0619 L(--)101 P6
Mancunian Way GA Elevation 0619 L(--)102 P6
East GA Elevations 0619 L(--)103 P6
West GA Elevations 0619 L(--)104 P6
Facade Study - Typical 0619 L(--)105 P1
Facade Study - Crown 0619 L(--)106 P1
Facade Study - Townhouse 0619 L(--)107 P2
Facade Study - Car Park 0619 L(--)108 P1
Facade Study - Podium 0619 L(--)109 P1
Facade Study - Retail Frontage 0619 L(--)110 P2
Facade Study - Residential Entrance 0619 L(--)111 P2
Facade Study - Perimeter Colonnade 0619 L(--)112 P1

GA Section A-A 0619 L(--)200 P1
GA Section B-B 0619 L(--)201 P2
GA Section C-C 0619 L(--)202 P2

Site Location + Red Line Boundary Plan 0619 L(--)300 P1
As-Proposed Site Plan 0619 L(--)301 P1
As-Existing Site Plan 0619 L(--)310 P1

Accommodation Schedule P16

Apartment Layout: APT 1a 0619 L(--)501 P1
Apartment Layout: APT 1b 0619 L(--)502 P1
Apartment Layout: APT 1c 0619 L(--)503 P2
Apartment Layout: APT 1d 0619 L(--)504 P2
Apartment Layout: APT 1e 0619 L(--)505 P2
Apartment Layout: APT 1f 0619 L(--)506 P2
Apartment Layout: APT 2a 0619 L(--)507 P1
Apartment Layout: APT 2b 0619 L(--)508 P1
Apartment Layout: APT 2c 0619 L(--)509 P1
Apartment Layout: APT 2d 0619 L(--)510 P1
Apartment Layout: APT 2e 0619 L(--)511 P1
Apartment Layout: APT 2f 0619 L(--)512 P1
Apartment Layout: APT 3a 0619 L(--)513 P1
Apartment Layout: APT 3b 0619 L(--)514 P1
Apartment Layout: APT 3c 0619 L(--)515 P1
Apartment Layout: APT 3d 0619 L(--)516 P1
Apartment Layout: APT 3e 0619 L(--)517 P1
Apartment Layout: APT 3f 0619 L(--)518 P1
Apartment Layout: APT 3g 0619 L(--)519 P1
Apartment Layout: APT 1g 0619 L(--)529 P1
Apartment Layout: APT 2g 0619 L(--)530 P1
Apartment Layout: APT 2h 0619 L(--)531 P1

Townhouse Layout: TH 2a 0619 L(--)-520 P1
Townhouse Layout: TH 3a 0619 L(--)-521 P1
Townhouse Layout: TH 3b 0619 L(--)-522 P1
Townhouse Layout: TH 3c 0619 L(--)-523 P1
Townhouse Layout: TH 3d 0619 L(--)-524 P1
Townhouse Layout: TH 3e 0619 L(--)-525 P1
Townhouse Layout: TH 3f 0619 L(--)-526 P1
Townhouse Layout: TH 3g 0619 L(--)-527 P1
Townhouse Layout: TH 3h 0619 L(--)-528 P1

Layer - Landscape Architecture Drawings

Tree Retention / Proposals 161-LYR-XX-00-DWG-L-0001 0
Landscape GA _ Ground Floor 161-LYR-XX-00-DWG-L-1000 0
Landscape GA _ Level 02 / 07 161-LYR-XX-ZZ-DWG-L-1001 0
Softworks _ Ground Floor 161-LYR-XX-00-DWG-L-3000 0
Softworks _ Level 02 / 07 161-LYR-XX-ZZ-DWG-L-3001 0
Illustrative Sections 161-LYR-XX-ZZ-DWG-L-5001 0
External Lighting _ Ground Floor 161-LYR-XX-00-DWG-L-7000 0
Curtins - Traffic and Transport Drawings
SPA FireVehicle 71285-CUR-00-XX-DR-TP-05001 P04
SPA Substations 71285-CUR-00-XX-DR-TP-05002 P08
SPA Refuse 71285-CUR-00-XX-DR-TP-05003 P06
SPA LargeCar - GF 71285-CUR-00-XX-DR-TP-05004 P02
SPA LargeCar - B1 71285-CUR-00-XX-DR-TP-05005 P02
SPALargeCar - B2 71285-CUR-00-XX-DR-TP-05006 P02
SPALargeCar - B3 71285-CUR-00-XX-DR-TP-05007 P02
AccessArrangement 71285-CUR-00-XX-DR-TP-75001 P08
LoadingArea 71285-CUR-00-XX-DR-TP-75002 P08
Bowland Arboricultural - Tree Survey Drawings
Tree Constraints Plan BTC-2045-TCP -
Tree Impact Plan BTC-2045-TIP A

Drawing titled Lay New 125mm PE LP main and 90mm LP service to terminate with a 3" ECV in a GC6 kiosk and base supplied and installed by Fulcrum. Supply and install a u 160 meter received by the City Council as local planning authority on 1st March 2021.

Documents

Design+Access Statement Rev. P2 dated 03/2021 by SGI Studios
Environmental Statement - Non Technical Summary dated January 2021 by Deloitte Real Estate
Great Jackson Street Townscape and Visual Impact Assessment: MAPS Appendix 8.1 dated 21 10 20 by Chris Burnett Associates
Great Jackson St. Townscape and Visual Impact Assessment: Viewpoint Photos Appendix 8.2 dated 21 10 20 by Chris Burnett Associates
Townscape and Visual Impact Assessment: Visual Representation of Development Proposals dated August 2020 by Chris Burnett Associates
Appendix 9 - Wind Microclimate received by City Council as Local Planning Authority on 1st February 2021

Appendix 2.2: Committed Development Map received by the City Council as Local Planning Authority on 1st February 2021

Appendix 6.1 - Air Quality Assessment Inputs Reference AQ107298 dated 2ND NOVEMBER 2020 by Josh Davies, Ensaf Group

ES Vol 2 Appendix 6.2 - Figures 1 of 2 received by the City Council as Local Planning Authority on 1st February 2021

ES Vol 2 Appendix 6.2 - Figures 2 of 2 received by the City Council as Local Planning Authority on 1st February 2021

Planning noise report dated Ref: 19111-R02-H dated 4 September 2020 by Sandy Brown

Environmental Statement - Volume 1 dated January 2021 by Deloitte Real Estate

ES Vol 2 Appendix 7.1 - VSC received by the City Council as Local Planning Authority on 4th February 2021

ES Vol 2 Appendix 7.2 - NSL received by the City Council as Local Planning Authority on 4th February 2021

ES Vol 2 Appendix 7.3 - APSH received by the City Council as Local Planning Authority on 4th February 2021

Archaeological Assessment dated 30th April 2019 by Greater Manchester Archaeological Advisory Service

Aviation Risk Assessment dated August 2020 by Hodder and Partners

Broadband Connectivity Assessment First draft issue dated 26/04/2019 by GTech Surveys Limited

Environmental Standards and Energy Statement Project No: 7/7605 Rev: 3 dated 15/10/2020 by Clancy Consulting

Environmental Standards Statement (including Life Cycle Assessment) REF: 2020.210 dated December 2020 by Element Sustainability

Local Labour Agreement received by the City Council as Local Planning Authority on 1st February 2021

Planning and Tall Building Statement dated January 2021 by Deloitte Real Estate

Statement of Community Consultation dated January 2021 by Deloitte Real Estate

Ventilation Statement Rev: 3 dated 15/10/2020 by Clancy Consulting Limited

Landscape Chapter Ref: 161-LYR-XX-ZZ-RPT-L-0001 dated December 2020 by Layer. Studio

Crime Impact Statement Job Number: GM10393 Report Number: 0001 Version: V3.0 dated October 2020 by Wardell Armstrong LLP

Daylight and Sunlight Existing and Commitments received by the City Council as Local Planning Authority on 9th March 2021

Daylight and Sunlight Existing Summary received by the City Council as Local Planning Authority on 9th March 2021

Power Limitations for Full (100%) Electric Vehicle Charging at Great Jackson Street Project No 7/8551 dated 05/03/2021 by Clancy Consulting

Ground Floor Plan Radio Suvey Areas Job no. 0619 drawing number L(sk)072 dated 3rd March 2021 by Hodder + Partners

Ground Floor Plan Radio Suvey Areas Job no. 0619 drawing number L(sk)073 dated 3rd March 2021 by Hodder + Partners

Design for Access 2: Detailed Response Revision P1 dated 5 March 2021

Simplified Area Schedule Rev P16 dated 04/03/2020

Television and Radio Reception Impact Assessment Second issue dated 20/10/2020 by GTech Surveys Limited received by the City Council as Local Planning Authority on 10th March 2021

Electricity NW Overview received by the City Council as local planning authority on 10th March 2021

The Validation Checklist received by the City Council as local planning authority on 10th March 2021

The letter from Bowland Tree Consultancy entitled Review of Manchester City Council Tree Planting Policy in Relation to Planning Application 129273/FO/2021 at Plot G, Great Jackson Street, Manchester, M15 4AX dated 9th April 2021

The document entitled Plot G, Great Jackson Street, Manchester - Review of Projected Tree Impacts - April 2021 received by the City Council as local planning authority on 22nd June 2021

Arboricultural Impact Assessment dated November 2020 by Bowland Tree Consultancy

Ecological Assessment dated April 2019 by Urban Green

Flood Risk Statement dated 17 December 2019

Preliminary Geo-Environmental Risk Assessment Project No. 19-0212.01 dated January 2020 Delta-Simons.

Heritage Statement: Significance and Impact REV C dated October 2020 by Stephen Levrant Heritage Architecture Ltd

Waste Management Strategy Waste Management Strategy Ref: 71285-CUR-00-XX-RP-TP-002 Revision: V03 dated 09 December 2020 by Curtins

Transport Statement (with Travel Plan) Ref: 71285-CUR-00-XX-RP-TP-001 Revision: V07 dated: 09 December 2020

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

3) Prior to the commencement of any demolition, ground/earth works and/or vegetation clearance on the site, an invasive non-native species protocol detailing the containment, control and removal of Japanese knotweed on the site, shall be submitted to and agreed in writing by the City Council as local planning authority. The agreed protocol shall be implemented in full before development commences.

Reason - The site may contain invasive species requiring treatment, pursuant to Policies EN15 and DM1 of the Core Strategy.

4) No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the City Council as local planning authority. The CEMP shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.

- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason - In order to provide protection to flora and fauna, pursuant to Policy EN15 of the Core Strategy.

5) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

6) Notwithstanding demolition, should the development be carried out in a phased manner, details of the phasing of development shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

Reason - For the avoidance of doubt as the development could be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

7) Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the proposed piling does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

8) a) Notwithstanding demolition, before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

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

Reason - To 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 DM1 and EN18 of the Core Strategy.

9) a) Prior to the commencement of development, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases 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;
- and
- 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 six months of first occupation of the development, details of the results of the scheme shall be submitted for consideration.

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

10) Prior to the commencement of development, a detailed demolition and construction management plan outlining working practices during development (including demolition works) shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt the demolition and construction management plan shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place;

Development shall be carried out in accordance with the approved demolition and construction management plan.

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

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

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

12) Notwithstanding demolition, prior to the commencement of development a programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including details of full sized sample panels, shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

13) 1. Notwithstanding demolition, prior to the commencement of development a programme for the submission of final details of the public and private realm works for the development shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) Details of the proposed hard landscape materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) A strategy detailing on-going maintenance of the proposed trees;
- (e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (f) Details of the proposed street furniture including seating, bins and lighting;
- (g) Details of any external steps and handrails.

2. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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 R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

14) Notwithstanding demolition, no development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority. In order to discharge this condition the following additional information shall be provided:

- a. A proposed drainage layout.
- b. Results of Phase 2 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.

- c. An assessment of incorporating green SuDS solution (that is either utilising infiltration or attenuation) if practicable into the proposed drainage layout.
- d. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.
- e. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- f. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- g. 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.
- h. 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.
- i. Evidence that United Utilities approve and accept the proposed Section 185 design (including the 2600mm combined sewer and the 375mm combined sewer which run through the site) or approve and accept a proposed build over agreement.
- j. Hydraulic calculations of the existing/proposed run-off rates.
- k. Hydraulic calculations of the proposed drainage system.
- l. Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in light of national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Core Strategy.

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

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As-built construction drawings if different from design construction drawings;
- c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

16) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

17) Notwithstanding demolition, before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television and Radio Reception Impact Assessment Second issue dated 20/10/2020 by GTech Surveys Limited before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core

Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

18) Facilities for the storage and disposal of waste for the residential (C3) part of the development shall be provided in accordance with a waste management strategy to be submitted to and approved in writing by the City Council as local planning authority before the development (notwithstanding demolition) commences. The approved waste management strategy shall be implemented in full and shall remain in situ whilst the development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

19) The commercial uses (Class E) hereby approved shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

20) a. The residential accommodation shall be acoustically insulated against noise from the Mancunian Way and any other actual or potential sources of noise in accordance with a Noise Impact Assessment, which shall include an overheating assessment, to be submitted to and approved in writing by the City Council as local planning authority in order to achieve the following noise criteria within apartments:

Bedrooms (night time 23:00 to 07:00) - 30 dB L Aeq (individual noise events shall not exceed 45 dB L AmaxF by more than 15 times);

Living rooms (daytime 07:00 to 23:00) - 35 dB L Aeq

Gardens and terraces (daytime) - 55 dB L Aeq.

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

b. Prior to first occupation of the residential units, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

21) Before any of the commercial uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

Upon completion of the development and prior to occupation a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. Those measures shall be implemented in full before the commercial unit is first occupied.

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

22) a. Before first occupation of the development the buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

b. Upon completion of the development and prior to first occupation a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

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

23) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

24) Fumes, vapours and odours shall be extracted and discharged from the Class E premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

25) a. Notwithstanding demolition, prior to the commencement of development final details of the crossing arrangements for pedestrians crossing Garwood Street at its junction with City Road East and Great Jackson Street shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. Any works approved under part a. of this condition shall be implemented in accordance with the approved details prior to any property within the development being first occupied.

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

26) Notwithstanding demolition, the development shall not commence unless and until a servicing strategy has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

27) No development shall commence unless and until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The approved obstacle lighting scheme shall be fully implemented before first occupation of Phase A and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

28) Notwithstanding demolition, no development shall commence on site until a Radar Mitigation Scheme (RMS), (including a timetable for its implementation during construction), has been agreed with the Operator(1) and approved in writing by the City Council as local planning authority.

(1)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

29) No development shall be carried out above 50 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

30) Notwithstanding demolition, before the development commences full details of the proposed solar PV panels, which may require a Glint and Glare Assessment, shall be submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. Any solar PV panels shall be carried out in accordance with the approved details.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester, as the material of the solar PV panels could give rise to glint or glare of sufficient intensity and duration as to cause an ocular hazard to Air Traffic Controllers or pilots.

31) a. External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before first occupation of the development. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

b. Prior to first occupation of the development, a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that the acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the acceptable criteria. Those measures shall be implemented in full before any of the development is first occupied.

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

32) The commercial uses (Class E) hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall not open outside the approved hours thereafter.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

33) (a) Prior to the first occupation of the development, details, location and specification of 7 kw electric car charging points for 48 (20%) parking spaces, together with the remaining spaces fitted with infrastructure for future electric car charging capability, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 46 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

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

34) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,

10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

35) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement Job Number: GM10393 Report Number: 0001 Version: V3.0 dated October 2020 by Wardell Armstrong LLP and each building shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

36) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

37) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

38) The development hereby approved shall not be occupied unless and until the wind mitigation measures set out in the Environmental Statement have been fully implemented.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

39) The commercial unit hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

40) The car park hereby approved shall be management in accordance with a car park management strategy that has been submitted to and approved in writing by the City Council as local planning authority before the development is first occupied.

Reason

In the interests of highway safety, pursuant to policy T1 and DM1 of the Core Strategy.

41) Before first occupation of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

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

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

43) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 129273/FO/2021 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)
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Regeneration
Urban Design & Conservation
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Civil Aviation Authority
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
GM Fire Rescue Service
Greater Manchester Ecology Unit
Planning Casework Unit
Sport England
Planning Casework Unit
Sport England
City Centre Regeneration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Environment & Operations (Refuse & Sustainability)
Strategic Development Team
Oliver West (Sustainable Travel)
Neighbourhood Team Leader (Arboriculture)
Urban Design & Conservation
Greater Manchester Ecology Unit
Civil Aviation Authority
Environment Agency
GM Fire Rescue Service
Greater Manchester Archaeological Advisory Service**

**Greater Manchester Police
Historic England (North West)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Transport For Greater Manchester
United Utilities Water PLC**

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:

Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Environment Agency
Greater Manchester Archaeological Advisory Service
Historic England (North West)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
United Utilities Water PLC

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : lucy.harrison@manchester.gov.uk

