Application Number	Date of Appln	Committee Date	Ward
132214/FO/2021	1 Dec 2021	17 Mar 2022	Piccadilly Ward

Proposal Erection of a 15 storey building to form 107 apartments (Use Class C3) at floors 1 to 15, residential amenity facilities including a roof terrace (level 14), associated ground floor cycle storage (68 spaces), two ground floor commercial units (Use Class E/ Sui Generis (Drinking Establishment), multipurpose events Pavilion (Use Class E/ Sui Generis (Drinking Establishment), associated landscaping to site perimeter and rooftop PV panels.

Location Land South Of Chapeltown Street, Manchester, M1 2WH

Applicant Capital and Centric (Nineteen) Limited, C/o Agent

Agent Niki Sills, Zerum Consult, 4 Jordan Street, Machester, M15 4PY

EXECUTIVE SUMMARY

The proposal is for 107 homes, two ground floor commercial units and a multipurpose events unit (the Pavilion) in a 15 storey building with hard and soft landscaping. 2 letters of objection have been received.

Key Issues:

Principle of the proposal and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield, previously developed site. It is part of the HS2 SRF Area and is adjacent to the Portugal Street East (PSE) SRF Area. The proposal would provide one, two and three bedroom homes which meet the Council's space standards. The development would be car free. The commercial units would provide active street frontages and the public realm would include tree planting.

Economic: The development would deliver 130 FTE jobs in the construction industry over the 92 week construction period. Approximately 8-10 part time jobs would be generated through the operation of the building and proposed retail/ leisure uses following completion. The project would engage with local education facilities, providing work experience opportunities and create apprenticeships.

Further economic benefits would be generated through chain linkages and employee expenditure in the area. The proposal includes investment of over £320,000 in accessible public realm. In excess of £1.9 million in Council Tax and Business Rates is expected to be generated over a 10 year period.

Social: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. New commercial units would bring active frontages and natural surveillance. The development would be fully accessible and 2 parking

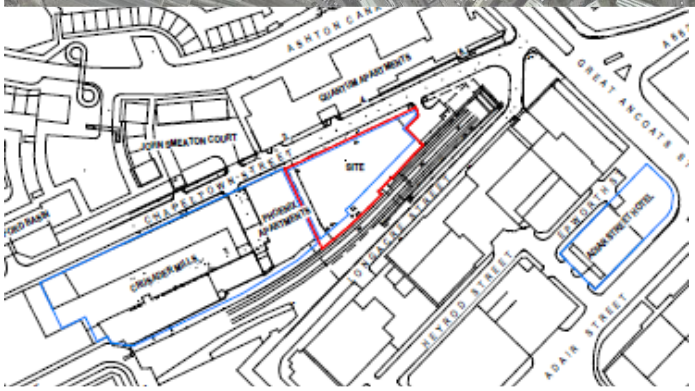
spaces for disabled people would be provided on Chapeltown Street. Crime and anti social behaviour would be minimised with an effective lighting scheme.

Environmental: This would be a low carbon development in a highly sustainable location. The development would be all electric and meet a significant amount of its energy through renewable technologies. 100% on site cycle provision would be available with a car club space on Chapeltown Street. There would be are no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises any impact on Metrolink. The ground conditions are not complex or unusual. The height, scale and appearance would contribute positively to the adjacent Portugal Street East (PSE) SRF Area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment. The development would form a new and significant building which would have some impact on the setting of nearby listed buildings and structures. This would create a low level of less than substantial harm to their setting which is outweighed by the strong and compelling regeneration benefits of this scheme.

Impact on local residents and local businesses: The impact on daylight/sunlight and overlooking are considered to be acceptable in the context of the site. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards. A full report is attached below for Members consideration

DESCRIPTION OF SITE



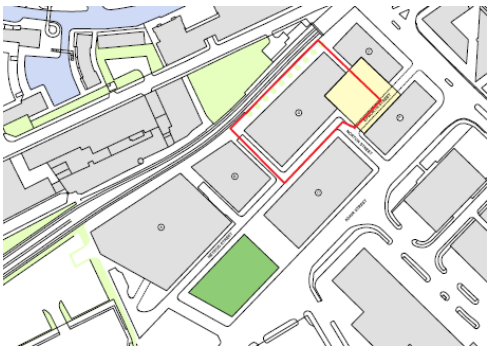
This rectangular site is 0.17 ha, bounded by Chapeltown Street, Metrolink, Fair St /Phoenix Apartments and an area of hardstanding adjacent to Great Ancoats Street. The site is vacant and much has been grassed over following recent use as a site compound and a small area of hard standing remains to the east.

The environment has until recently been dominated by light industrial uses which have seen little investment for a number of years with the exception of Aeroworks on Adair Street and the conversion of the Grade II Listed Crusader Works to homes (113363/FO/2016 and 113364/LO/2016). The adjacent Phoenix Apartments which were completed in 2019 also form part of that development. It was this latter development for which the site was used as a site compound.

The site is in the HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018). It is close to the Portugal Street East SRF (PSE SRF) where recent approvals are being implemented comprising:

Application 122000 -Victoria House part 25 part 3 storey residential with ground floor commercial; Application ref no 127317-The Castings – Part 25,21,14 and 7 storey residential with ground floor commercial; and 121099 -The Fairfax -2 residental blocks (29 and 23 storeys); and

Emerging PSE SRF developments



PSE SRF location and plots

SRF Context

The Leonardo Hotel (122599) is due to be completed in 2022.

The site is not in a Conservation Area and none are close to the site. The Co-operative Warehouse on Pollard Street is Grade II Listed and Vulcan works also on Pollard Street is considered to be a non-designated heritage asset.

The nearest homes are to the north in Quantum Apartments and John Smeaton Court and the Phoenix Apartments and Crusader Works as detailed above.

Nearby building heights vary. Those immediately around the site are typically between are typically 3 to 7 storeys. Phoenix Apartments is 10 storeys. To the north is Oxygen at 12 to 32 storeys and Isis to the east is 19 storeys.

The site is close to Piccadilly Station, New Islington metro-link stop and the Inner Relief Route with access to all sustainable transport options. However pedestrian connections and permeability are compromised by traffic and the area feels disconnected from the adjacent areas and Ancoats and New Islington.

The site is in Flood Zones 1 and is at a very low risk of flooding with regards to surface water flooding and is in a Critical Drainage Area. The site lies within an Air Quality Management Area (AQMA).

A small area of the red line boundary is on land safeguarded for Phase 2b of HS2.It is expected that the safeguarded land would facilitate the construction of HS2 infrastructure such as utility works. There is also a TFGM Tramline Servicing Zone, located to the south of the site.

DESCRIPTION OF PROPOSALS

Consent is sought for a 15 storey building with 107 apartments (Use Class C3) with 34 x 1 bed (31.8%), 69 x 2 bed (64.5%) and 3 x 3 bed (3.7%) with 2 ground floor

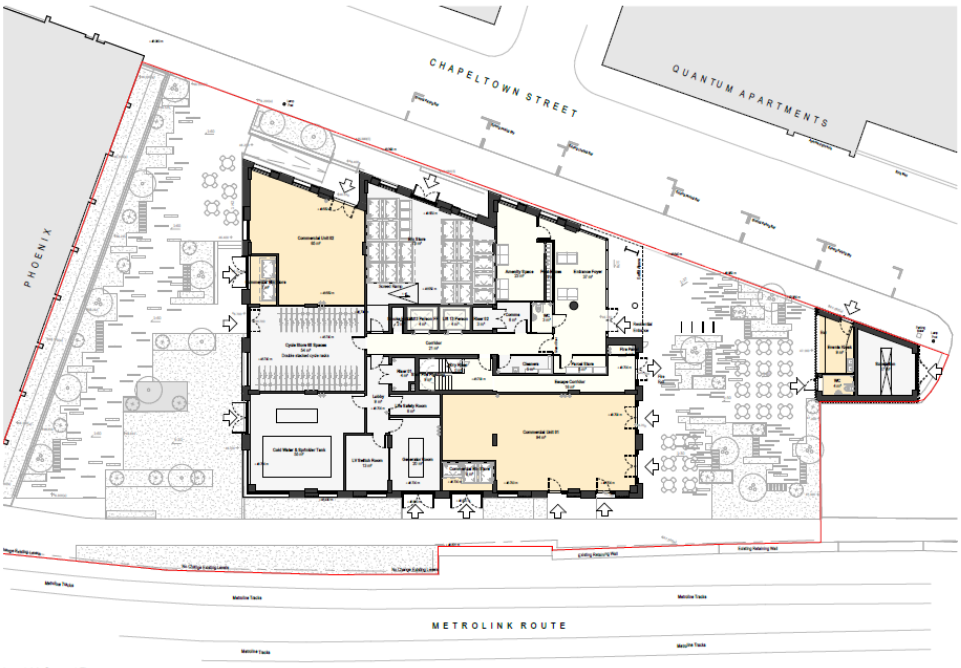
units (Use Class E (Commercial, Business and Service)/ Sui Generis (Drinking Establishment)). One unit is at the junction of Chapeltown Street and Fair Street and the other off a pocket park. There would be a roof terrace on the 14th floor.

A pocket park including a single storey multipurpose Pavilion (Use Class E/ Sui Generis (Drinking Establishment) would be open to the public. The Pavilion would be a small, flexible space which activates the park for a range of temporary pop-up food and drink offerings. Space for tables and chairs would bring further activity. The pavilion would include an accessible WC and an electrical substation that would provide power for the scheme. Further landscaping is proposed on Fair Street where it is proposed to stop up the highways through a legal agreement.

The development would provide 192m2 of Commercial floorspace and 8,642m2 Residential. There would be 68 cycle parking spaces and additional space within each apartment. Plant and PV panels would be at roof level.

Ventilation would be provided by Mechanical Ventilation with Heat Recovery (MVHR) system. The system is a whole house ventilation system that would supply and extract air throughout the property. Purge ventilation will be provided through user operable windows.

The building would have a tripartite subdivision. The north facade would be split into thirds, with the building stepping back from Chapeltown Street. The main entrance would be through the pocket park. The façades would be light grey brick, dark grey anodised metal rainscreen triangular profile cladding, dark grey anodised metal flat rainscreen, light grey aluminium capped glazed and opaque curtain walling, light grey aluminium casement windows, anodised louvre inserts to curtain walling and flat metal balustrades. There would be a yellow feature column at ground floor for building signage. MVHR vents would be concealed in window soffits.



Level 00 Ground Floor

There would be deep openings to create horizontal and vertical framing. Features would be carved into the building or project from it. There would be a set back sawtooth profile screen at roof level and full height curtain wall glazing would activate the streetscape. The events pavilion would be clad in a triangular profiled metal cladding.

The homes would comply with or exceed the Residential Quality Guide standards and the roof terrace would provide communal space. Many homes would be capable of adaptation to meet changing needs of occupants over time, including those of older and disabled people.

A Framework Travel Plan has been provided

A refuse store in the service yard would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00', with general; co-mingled; organic and pulpable waste streams. Refuse collections would be by the City Council from a dedicated temporary waiting zone on Chapeltown Street. On collection day the management company will move the bins to this area. There would be a separate dedicated bin store for the commercial units and Pavilion. Delivery vehicles would also use this area to drop off. Residents would sort and take their own rubbish to the bin store.

The apartments are currently intended to be delivered as a BTR and the building and public realm would be managed and maintained by a property manager.

The public realm would comprise hard and soft landscaping with tree planting, a lawn and seating. Further external cycles spaces would also be provided within the landscape to for visitors.

The application is supported by Drawings; - Landscape Plans; Planning Statement including Statement of Community Involvement, Affordable Housing Statement (included in Section 8) and Blue and Green Infrastructure Statement (included in Section 8); Design and Access Statement (including Servicing Strategy, Ventilation and Extraction Details and Waste Management Strategy), Tall Buildings Statement; Daylight and Sunlight Report; Heritage Statement (LBC), Environmental Statement including Assessment of : Town and Visual Impact Assessment; Heritage; Wind; Socioeconomics; Health; and Climate Change; Crime Impact Statement; Travel Plan; Transport Statement; Ecology Report (including Bat Activity Survey Report); Environmental Standards Statement (including Circular Economy Statement); Broadband Connectivity Statement; Utilities Report; Flood Risk Assessment including Drainage and Suds Strategy; Fire Strategy/ Safety Assessment; Noise Statement; Air Quality Assessment; TV Reception Survey; Ground conditions Report; Construction Methodology Statement; Local Labour Agreement; and Viability Report.

Consultations

Publicity – The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, affecting the setting of a listed building, a public interest development and one which would affect rights of way.

2 Letters of objection has been received as follows:

- The height is out of proportion with Chapeltown Street, which is no more than 10 storeys on one side and 4-8 storeys on the other. The taller buildings to the south of the site are the other side of the tram tracks and set back from the properties on Chapeltown Street and graduate to acknowledge the lower height in this part of the City Centre.

- This is over-development of a very small piece of land which will add further pressure to the limited amenities such as parking and impede traffic movement on Chapeltown Street.

- The commercial uses would be out of keeping with the residential character of Chapeltown Street. Drinking establishments will cause disturbance to residents, particularly on match days, which see many football fans use Chapeltown Street as a route through to the Etihad Stadium. If the units are small fans could spill out onto the road and block traffic.

- There may be noise from the terrace at level 14 if residents hold parties.

- The tactic of the developer selling off its properties with large picture windows and balconies before blighting them with a building that is 50% taller, rather than developing the site is wrong. If the company cared as much about the city as they make out, surely the sensible thing to do would be to leave this limited land as a public amenity or as a garden for their existing purchasers.

Head of Highways- no objections subject to conditions about off-site highways works, pavement materials, the provision of a disabled & Car Club Bay, provision and adoption of a Travel Plan and a Construction Management Plan

TFGM (Metrolink) – Have no objections subject to conditions relating to protecting the ongoing operation of the adjacent Metrolink line.

HS2 – Have no objection. They note that there is an area of land which might be required to create access for works to utilities within safeguarded land. This area is shown as predominately soft landscaping with minimal hardscaping in the associated plan. They note that that the applicant has taken reasonable steps to avoid abortive works and that this will reduce the amount of disruption and abortive works that need to be undertaken, which is welcomed by HS2 Ltd.

They have requested an informative to make the applicant aware of their potential liability to make good landscaped areas that might be disturbed by works to obtain access to utilities within safeguarded land.

Head of Regulatory and Enforcement Services (Street Management and Enforcement) - No objection and recommends conditions relating to acoustic

insulation of the premises and plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place, the management of construction and the mitigation / management of any contaminated land.

Greater Manchester Police (Design for Security) – No objection subject to the recommendations of the Crime Impact Statement being implemented with further measures to secure internal storage of seating and other associated fixtures and fittings internally outside of the hours of operation.

Greater Manchester Ecology Group – No objections. The planting would mitigate any loss of biodiversity associated with the existing sown grassland.

Flood Risk Management Team – Recommend that Green Sustainable Urban Drainage Systems are maximised and conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards, verification of these objectives and secure 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 of the existing rates and achieving greenfield runoff rates, where feasible.

Environment Agency – No objection subject to their recommended conditions.

United Utilities – No objections subject to a condition about surface water run off.

GMAAS - A Heritage Assessment confirms there are no heritage assets in the site, and the desk based archaeological study concludes that the site supported an iron foundry and blocks of workers' housing in the mid-19th century. Any remains would be of archaeological interest and would merit further investigation in advance of development. The report notes that studying the remains of workers' housing is a legitimate avenue of research in the North West Archaeological Research Framework. Any heritage assets are unlikely to be of national importance worthy of preservation in situ and could be investigated through excavation and recording as part of a conditioned programme of archaeological works before being removed A condition should require further investigation with any remains recorded.

Health and Safety Executive (Gateway 1) – No objections but have commented on fire spread between buildings, safety issues relating to apartment layout and the impacts in relation to extended escape times required if apartments are upgraded to accessible apartments that may have implications for planning which could usefully be considered now.

ISSUES

Local Development Framework

The principal document is The Core Strategy Development Plan Document 2012 - 2027 ("the Core Strategy") and sets out long term strategic planning policies.
The proposals are considered to be consistent with the following Core Strategy

Policies SP1, CC1,CC3, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, H1, H2 and H8 EC1, DM1 and PA1 for the reasons set out below.

Saved UDP Policies

Some UDP policies have been saved and the proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC19.1, DC20 and DC26 for the reasons set out below.

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

SO1. Spatial Principles – The development would be highly accessible and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy – The construction jobs and new homes would support economic growth. Local labour agreements would deliver social value and reduce economic and social disparities to help create inclusive sustainable communities.

S03 Housing - Economic growth requires housing in attractive places. This sustainable location would address demographic need and support economic growth. The Citys population has continued to grow as its economy has expanded.

S05. Transport - This highly accessible location is close to public transport and would reduce car travel.

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

Relevant National Policy

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

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

Para 105 states that the planning system “should actively manage patterns of growth in support of the objectives of promoting sustainable transport” (para 104). “Significant development should be focused on locations which can be made sustainable” as “this can help to reduce congestion and emissions and improve air quality and public health”.

Paragraph 119 states that “planning policies and decisions should promote effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions”. This should be done in a way “that make as much use as possible of previously - developed or ‘brownfield’ land”

Paragraph 120(d) Planning policies and decisions should: “promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively”.

Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;

b) local market conditions and viability;

c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places

Paragraph 126 states that “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”

Paragraph 130 states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

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

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 134 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings

NPPF Section 6 - Building a strong and competitive economy and Core Strategy Policies SP 1 (Spatial Principles), CC1 (Primary Economic Development Focus), and CC8 (Change and Renewal) – The development would be close to sustainable transport, maximise the use of the City's transport infrastructure and enhance the built environment, create a well-designed place and reduce the need to travel. It would deliver the objectives of the HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018).

The proposal would develop an underutilised brownfield site and create employment during construction and through building management, the commercial uses and public realm. This would support economic growth and complement nearby communities. Resident's use of local facilities and services would support the local economy. The proposal would create a neighbourhood where people choose to be.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic

and commercial development, leisure and cultural activity and city living. The proposal would be part of an attractive neighbourhood which would attract and retain a diverse labour market. The homes in a major employment centre in a well-connected location would support GM's growth objectives. .

NPPF Section 9- Promoting Sustainable Transport and Core Strategy Policies CC5 (Transport), T1 (Sustainable Transport) and T2 (Accessible Areas of Opportunity and Need) - The site is accessible to pedestrians and cyclists, with tram stops and rail Stations close by. A Travel Plan would promote sustainable transport and minimise employment, business and leisure journeys. The proposal would support sustainability and health objectives and residents would have access to jobs, local facilities and open space. It would improve air quality and encourage modal shift from car travel. Pedestrian routes would be improved, and the environment would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Sections 5 (Delivering a sufficient supply of homes) and 11 (Making Effective Use of Land) and Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone – This high-density development would use a sustainable site efficiently in an area identified as a key location for residential growth. It would contribute to the ambition that 90% of new homes are on brownfield sites. It would have a positive impact on the area and provide accommodation which would meet different household needs. The apartments would appeal to a wide range of people from single people and young families to older singles and couples.

Manchester's economy continues to grow, and investment is required in locations such as this to support and sustain this growth. The City Centre is the biggest source of jobs in the region and the proposed homes would support the growing economy and help to create a sustainable, inclusive, mixed and vibrant community.

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot provide affordable housing. This is discussed in more detail below.

NPPF Sections 12 (Achieving Well Designed Places), and 16 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policy DC19.1 (Listed Buildings) – The development would use the site efficiently, promote regeneration and change and create an attractive and healthy place to live and spend time.The development would improve functionality and contribute to the planned growth of the City Centre towards New Islington and Ancoats.

The development would not have a detrimental impact on the setting of the nearby listed Crusader Mill, former Co-operative Warehouse, or Vulcan Works. The listed structures associated with the Ashton Canal are in a mixed setting and the proposal would be viewed within that context.

The scale and quality would be acceptable and would contribute to place making. It would raise design standards and create a cohesive urban form. It would improve the character and quality of a site whose current appearance is poor. The positive aspects of the design are discussed in more detail below.

A Tall Building Statement identifies key views and assesses the impact on them. It evaluates the relationship to context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The following parts of the NPPF should also be noted:

189. Heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generation

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

195. Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

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

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

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

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

199. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is

irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional68.

201. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

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

206. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

A Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement demonstrate that the historical and functional significance of adjacent heritage assets would not be undermined, and their significance would be sustained.

The site does not contribute to townscape and has a negative impact on the setting of adjacent heritage assets. A good quality building that makes a positive contribution to the townscape could enhance their setting. The proposal would cause less than substantial harm to the setting of the adjacent listed buildings and these need to be weighed against any public benefits.

The redevelopment and the creation of active frontage and public realm would enhance the streetscene. The design of the building would respond to its context.

Core Strategy Section 8 Promoting healthy communities - Active street frontages and public realm would increase natural surveillance.

Saved UDP Policy DC20 (Archaeology) - the desk based assessment identifies the principal historic interest are potential remains of a 19th century iron foundry and workers housing may exist below ground. Targeted archaeological excavation followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. They recommend a condition to reflect an appropriate level of mitigation.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management - Breeam requirements) - An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles that promote energy efficient buildings. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies. The reductions would be achieved through Energy Efficient Design, and the building fabric would exceed minimum requirements of Building Regulations. Low or Zero Carbon technology includes Photovoltaics (PV) on the roof to provide an element of on-site electricity generation.

Surface water drainage would be restricted to a Greenfield run-off rate if practical, and the post development run-off rate would be 50% of the pre development rates as a minimum. The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% rainfall intensity increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to Suds.

NPPF Section 15 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information on the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity have demonstrated that the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised

An Ecology Report concludes that there is no evidence of any specifically protected species regularly occurring on the site or surrounding areas which would be negatively affected. Biodiversity would be improved. The proposals would not adversely affect any statutory or non-statutory designated sites.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out environmental improvement outcomes in the context of growth and development objectives. The contribution of this proposal is discussed in more detail below. There would be no adverse impacts on blue infrastructure. The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy details measures that would minimise waste production during construction and in operation. Coordination through the onsite management team would ensure that waste streams are managed.

DC22 Footpath Protection - Ground floor activity and the introduction of new public realm and improved and better quality connectivity would improve pedestrian routes.

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- impact on the surrounding areas in terms of the design, scale and appearance of the 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 above issues are considered in detail in below.

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

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be

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

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

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider: whether or not a significant adverse effect is occurring or likely to occur; whether or not an adverse effect is occurring or likely to occur; and whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation: engineering: reducing the noise generated at source and/or containing the noise generated; layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings; using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and; mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered: layout – the way in which buildings and spaces relate to each other; form – the shape of buildings scale – the size of buildings detailing – the important smaller elements of building and spaces materials – what a building is made from.

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

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to: encouraging sustainable travel; lessening traffic generation and its detrimental impacts; reducing carbon emissions and climate impacts; creating accessible, connected, inclusive communities; improving health outcomes and quality of life; improving road safety; and reducing the need for new development to increase existing road capacity or provide new roads.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit."

Public benefits may also include heritage benefits, such as: - Sustaining or enhancing the significance of a heritage asset and the contribution of its setting; - Reducing or removing risks to a heritage asset; - Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other Relevant City Council Policy Documents

Climate Change

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

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

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

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was

proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

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

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

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

How proposal relates to policy objectives set out above is detailed below.

Other Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

It is considered that the following design principles and standards are relevant to the consideration of these applications:

- Each new development should have regard to its context and character of area.
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between

different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be created through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) –

The application site lies within a sub area of the SRF designated as Piccadilly Central which is envisaged as an area characterised by dense mixed use development focused around a series of high quality public spaces. It is indicated as a site for a residential development within the Framework. In terms of connectivity it envisages both Chapeltown Street and Longacre Street as main pedestrian routes linking the Station with East Manchester.

The transport node plays a critical role in the city's economic regeneration. Significant investment is focused around Piccadilly Station and an SRF in 2018 aims to create a major new district based around a world class transport hub. This would ensure that the City can capitalise on the opportunities presented by HS2 and the expansion of the Station. The overarching objectives are to improve the attractiveness of the area to investment; improve physical connections and permeability; and provide destinations for social and cultural activity. It is envisaged that the areas around the station would be diverse neighbourhoods of choice where people are attracted to live, work and socialise.

The SRF identifies increasing density as crucial to sustainable growth and long term economic competitiveness. The proposal would support and complement the next phase of growth in Manchester, deliver strategic regeneration objectives and improve connectivity between the City Centre and nearby communities.

In terms of uses the proposed development would be consistent with the above objectives.

Portugal Street East Strategic Regeneration Framework (SRF) 2018 – The site borders the Portugal Street East SRF (also a sub area of the HS2 SRF) which is

adjacent to the proposed HS2 station entrance. The SRF aims to secure comprehensive delivery including areas of high quality public realm and other infrastructure between development plots.

The key drivers for building a vibrant and connected neighbourhood that contributes towards Manchester's economic growth objectives in a sustainable way are:

- The quality of the buildings within the framework area will be of the highest possible standard with designs that are immediately deliverable.
- Development will be of a high density, commensurate with the area's highly accessibly location and the city's need to optimise strategic opportunity sites which can deliver much needed new homes and employment space.
- As part of the vibrant place making strategy required to support the proposed density of development, a range and quality of uses, high quality public and private amenity spaces and excellent pedestrian connections are essential components of the successful delivery of the SRF.
- Active frontages and public access to the ground floor of buildings should be provided where possible and appropriate, particularly along major corridors of movement through the framework area.
- More detailed plans should take into account the presence and character of the listed buildings and their significance in helping to define a unique sense of place in the future.

There is an emphasis on a mix of uses and density commensurate with the strategic opportunity. This includes residential and business uses as well as hotel provision and supporting retail and leisure. Appropriate locations for height and landmark buildings, and new public space are identified.

The proposal would create a high quality building and public realm to ensure Manchester can unlock further potential for economic growth in the future and would complement the vision and objectives set out within the SRF.

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

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

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

The proposed development would be complementary to the realisation of the opportunities set out above. It would complement the process of establishing a sense of place which the emerging developments within the Portugal Street East Neighbourhood as well as Crusader Works and the completed Phoenix Apartments have begun to establish. It would along with other pipeline developments within the SRF area start the process of delivering the network of public spaces which the Plan envisaged to provide strong connections between Piccadilly and the communities of East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond

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

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

'Powering Recovery: Manchester's Recovery and Investment Plan' – This sets out what Manchester is doing to respond to the COVID-19 pandemic and reinvigorate its economy, with plans to protect and create jobs, and support new business opportunities in the city's economy. It sets out how Manchester can play a leading role in the levelling-up agenda, with ambitious plans to build on recent investment in economic assets and infrastructure and accelerate the growth in high-productivity sectors including the Digital, Creative, Technology and Health Innovation Sectors alongside the well established financial and professional services sectors. This includes support for major job-generating investment with high-growth sectors, new-starts and scale-up.

People and businesses want to be in Manchester; they choose to live and work here. The stability of the city centre is essential to attract further growth and the provision of further high quality, high density residential accommodation, in a location adjacent

to areas targeted for employment growth would, support the growth of the target sectors detailed above.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply and the Council is adopting measures to enable this. The proposals represent an opportunity to address these requirements adjacent to a major employment centre and in a well-connected location.

Other National Planning Legislation

Legislative requirements

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

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

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

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for “Urban Development Projects” within Schedule 2 given that the proposals fall within an area

where there are currently a number of major development projects approved and under construction and that it sits close to the Piccadilly HS2 Masterplan Area, the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

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

The Schemes Contribution to Regeneration

The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and is crucial to its longer term economic success. There has been a significant amount of regeneration in Piccadilly over the past 20 years as a result of private and public sector investment. Major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle,
Kampus and the former Employment Exchange on Aytoun Street. This is continuing at Portugal Street East and as successful regeneration continues to expand the City Centre Core and forges stronger connections to areas beyond. The development would contribute to the area's transformation and build on initiatives which have improved Piccadilly.

There is a crucial link between economic growth, regeneration and the provision of homes and, as growth continues, more homes are required to fuel and complement it. The development of this brownfield site would be consistent with a number of the GM Strategy's key objectives and a high density development is appropriate in this highly accessibly and sustainable location

Economic growth requires the attraction and retention of talented individuals and housing is required to support this and provide housing for Manchester residents. The region must be attractive as a location to live, study, work, invest and do business. The scheme would deliver high quality housing with public realm and would be attractive to a range of occupiers.

This area is suitable for new homes and high density development is appropriate in this highly accessibly and sustainable location. The development would be consistent with Manchester’s Residential Growth Strategy. Over 3000 homes are required each year and the proposal would contribute to this need.

The site is close to Piccadilly Station and New Islington tram stop and this location is a key link to regeneration beyond the Ring Road. The development and public realm would complement the transformation of the area. The increase in ground level activity and improved connectivity would integrate the proposal into the urban grain and enhance legibility. This would create vibrancy and improve the impression of the area for visitors.

The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 119, 120(d) and 124 of the NPPF. It is a sustainable location and would improve the environment and deliver high quality housing with safe and healthy living conditions. It would be located close to major transport hubs and would promote sustainable economic growth.

The proposal would be consistent with a number of the GM Strategy's growth priorities, delivering homes to meet a growing economy and population, in a well-connected location, adjacent to major employment and areas earmarked for future employment growth. It would promote sustained economic growth in the City. The delivery of one, two and three bedroom homes would contribute to housing supply.

The site currently makes no contribution to the local economy. The development would create 130 FTE jobs over the 92 week construction period. Approximately 8-10 part time jobs would be generated through the operation of the building and proposed retail/ leisure uses following completion. The project would engage with local education facilities, providing work experience opportunities and create apprenticeships.

The accessible public realm would cost £320,000. In excess of £1.9 million in Council Tax and Business Rates is expected to be generated over a 10 year period.

Viability and affordable housing provision

The amount of affordable housing required within particular development should reflect the type and size of the development as a whole and will take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.
An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 107 new PRS 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 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 directly for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

A viability report has been made publicly available through the Councils public access system. This has been independently assessed, on behalf of the Council, and its conclusions are accepted as representing what is a viable in order to ensure that the scheme is not only delivered but is done so to the highest standard.

The benchmark land value of £730,000 and build costs of £18,460,000 are within the range expected based on market evidence. The GDV is £27,344,267 and profit level is at 12%. On this basis and given the costs associated which includes providing the public realm within the development, the scheme cannot support a contribution towards off site affordable housing whilst ensuring that the scheme is viable and can be delivered to the quality proposed.

There would be provisions in a s106 agreement to allow the viability to be re-tested to assess whether an affordable housing contribution could be secured should market conditions change during construction.

Residential development - density/type/accommodation standards

All homes would meet, and some would exceed, Space Standards. Full height windows would maximise natural daylight and homes would be naturally ventilated. Some homes would be dual aspect. The flexibility of the open-plan living/kitchen/diner arrangement responds to contemporary lifestyles. There would be external communal amenity space in the 14th floor roof terrace and on Fair Street as well as a pocket park.

The mix and size of the apartments would appeal to single people and those wanting to share. The 2 and 3 bed apartments would be suitable for 3 to 5 people and could be attractive to families and those downsizing.

A condition would require a management strategy and lettings policy for the homes and a management strategy for the public realm including the hours of operation of the external roof terrace. This would ensure that the development is well managed and maintained and support long-term occupation.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 15 storey building is appropriate in this location. Recently approved developments at Portugal Street East are high density and range in height from 14 to 29 storeys. This scale is larger than the tighter and lower rise urban grain around Piccadilly Village area and Crusader Mills and the context around Chapeltown Street ranges from 4 to 10 storeys. A 15 storey building would be tall in its local context. A key issue for consideration is whether the height proposed is appropriate and this needs to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, the design parameters set out within relevant SRF's and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.

Principle of proposed height and design

Proposed development in context of approved adjacent developments

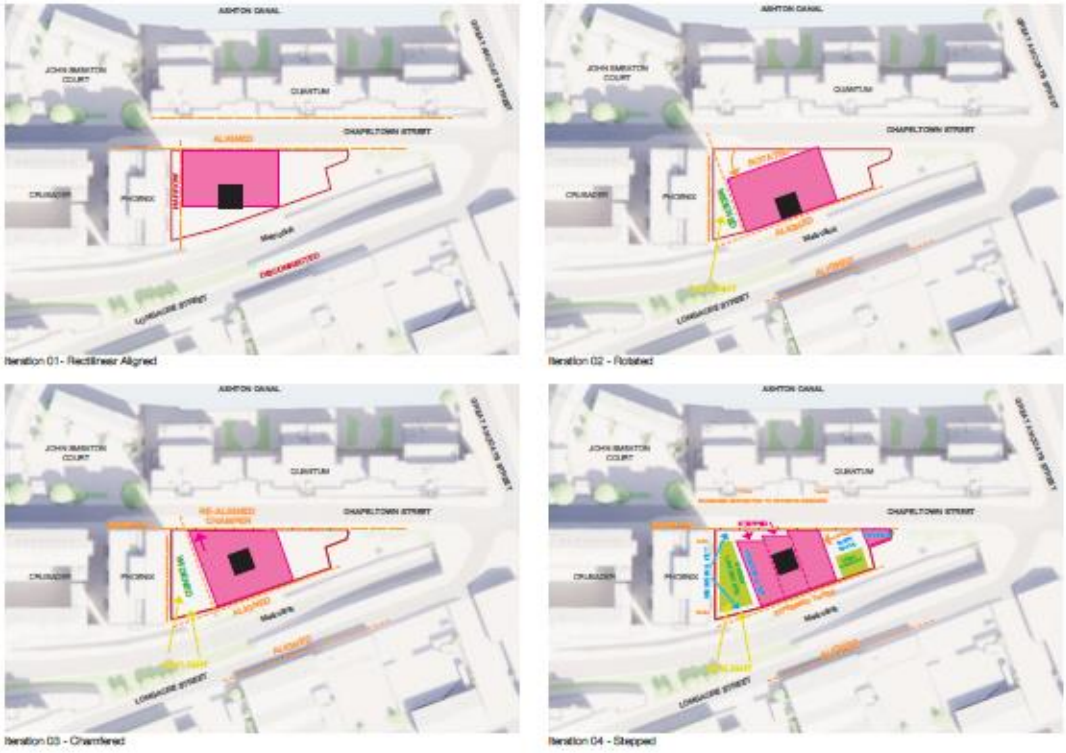
The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are well served by public transport nodes. These parameters have informed the series of SRF's including the HS2 SRF which forms part of the context to the consideration of this application.

The overarching objectives of the HS2 masterplan are to improve the attractiveness of investment in neighbouring areas; improving physical connections and permeability; and providing destinations for social and cultural activity. There is support within the HS2 SRF for flexibility in scale where there is a strong emphasis on place-making and design quality. The 8-12 storeys shown on this plot is indicative only and the proposals would be consistent with the above aims and wider aspirations and principles set out within the HS2 SRF.

Different scale and massing options have also been assessed comparatively with a view to bringing forward a massing which would maximise sunlight and daylight penetration whilst seeking to maximising separation distances (as illustrated below). The massing and positioning of the building would minimise impact on residents in Quantum and Phoenix by maximising separation distances and has resulted in separation distances to Quantum Windows a minimum of approximately 14m and

maximum approximately 18.5m and to Phoenix Windows minimum approximately 9.9m and maximum approximately 18m. The sunlight and daylight impacts compare favourably with that of the indicative massing within the HS2 SRF.

The proposal would improve the area and use the site efficiently and the footprint would create a sense of openness which would enhance its interface with the public realm. These and the above benefits would not be delivered by a lower scheme with a larger footprint which would be required to deliver the same viable quantum of accommodation. The pocket park, pavilion and activity would support linkages to established communities. The ground floor uses should strengthen the street frontages and provide natural surveillance.

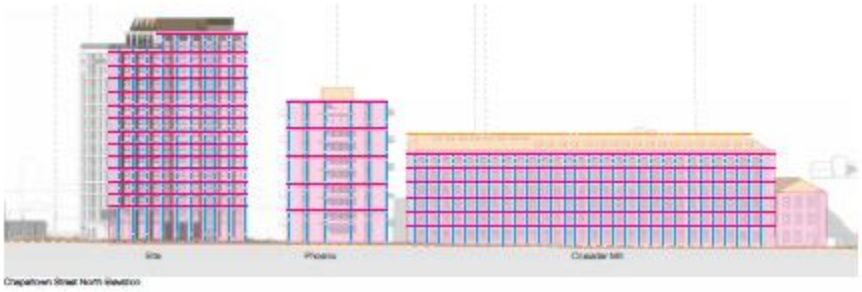


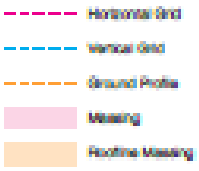
The Core Strategy requires tall buildings to create a unique, attractive and distinctive City. They should enhance the character and distinctiveness of an area without adversely affecting valued townscapes or landscapes or intruding into important views. The site undermines the quality and character of the townscape at a main entry point into the City. A lack of street level activity gives a poor impression.

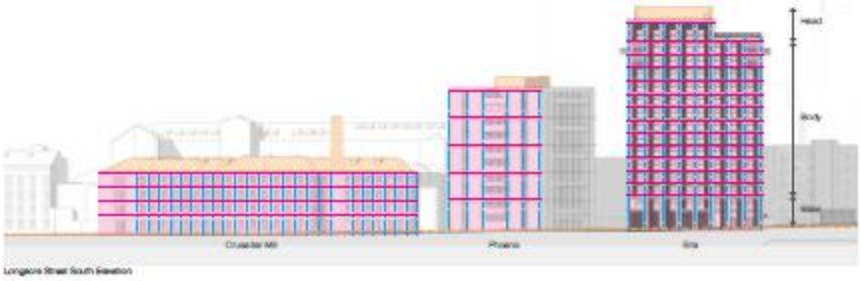
The site provides an opportunity to introduce a high quality building which complements recent approvals in the PSE SRF Area. The elevational form of a solid mass carved by ordered, deep stacked openings respond to the historical context, in particular the monolithic mass of Crusader works and its consistent stacked windows.

The stepping down and projections at roof level and a small number of projecting balconies would create a contrast to that ordered form to give the building a more

dynamic expression.







Adjacent buildings window datums have been used to respond to the existing streetscape. The facade has a lower base, central body and upper head approach. The base has double height glazed openings, the central body has single height openings and the massing at the top is stepped with double height openings.

The lower base has double height brick piers and recessed glazed infills to relate to the expressed concrete bands at Phoenix. The central facade has square openings with a consistent rhythm. Vertical brick piers and horizontal brick bands would frame the square openings. To the roof, a set back sawtooth profile screen references the industrial language of the north facing rooflights of historic warehouse buildings.

The materials would reflect the local character, reference the site's industrial heritage and contribute to the new language of the emerging modern city centre. The dominant facade material would be brick with detailed texture and deep reveals to provide interest. The light grey brick would contrast to the traditional red brick of Crusader Mill, and the dark blue engineering brick of the Phoenix building.

Anodized dark grey triangular profiled metal rainscreen panels would contrast to the light textured brick. The triangle profile would create depth and profiling and reference the sites heritage as an iron foundry. Windows and curtain walling frames, cills and soffits would match the anodized dark grey cladding.

The pavilion would be an art driven piece of architecture that adds interest to the new pocket park. It would be clad in a triangular profiled metal cladding, that will appear different when viewed from opposite viewing angles, either brightly coloured, or a mirror finish and contrast with the brick at Ferrous. The roof would be clad in the same triangle profile to maintain a seamless appearance when viewed from above.

The materials would deliver a high quality design subject to detailing and quality control mechanisms which can be controlled by a condition. The contemporary approach is appropriate and would deliver the quality required by the SRF and local and national planning policy.

Design Issues, relationship to context and the effect on the Historic Environment.

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

A Heritage Assessment Townscape and Visual Impact Assessment used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017). A visual assessment has analysed the impact in townscape terms. 16 views were selected with verified views before and after

Any impact caused by the proposal would be indirect, relating to change within the settings of heritage assets and the potential for that change to affect their significance or the opportunity to appreciate that significance. The site makes a neutral contribution to the significance of the following heritage assets: Grade II Listed Crusader Works and former Cooperative Warehouse, the non designated Vulcan Works and cluster of canal related structures, including the locks and lock keeper's cottage, and the Store Street Aqueduct (Grade II* Listed) which have a close association and group value with the Ashton Canal.

3 of the 10 views were considered sensitive in terms of impact on heritage assets and a qualitative assessment of the effects of the proposal within these views has been undertaken. The setting of Crusader Works changed considerably during the mid to late C20th, and now makes little, if any, contribution to its significance. The overall effect would range from negligible to modest. Mitigation measures were integral to the design such as, the simple and ordered structure of the elevations and the brick cladding and repairing the weak and fragmented townscape between Piccadilly Station and Great Ancoats Street.

Impact on views of Heritage Assets

VP01: The view north-eastwards along Chapeltown Street

View 1. The view north-eastwards along Chapeltown Street

In this view the proposal would continue the frontage along Chapeltown Street, extending the sense of enclosure formed by Crusader Works and the Phoenix in an oblique angled view. It would step up slightly above Phoenix but would be largely obscured by it. The monumental elevation of the grade II listed Crusader Works would remain the dominant feature of the view. The ability to appreciate the repetitive bays and detailing would not be affected by the proposal, which would sit in the backdrop to the heritage asset.

The proposed development would repair part of the gap in the frontage to the north-western end of Chapeltown Street, however the longer view northwards towards the Cooperative Warehouse and Vulcan Works would still be appreciated.

VP06: The view south-westwards from the tow path bridge across the Islington Branch Canal

View 2 :The view south-westwards from the tow path bridge across the Islington Branch Canal

The foreground of the view looks across the Ashton Canal, including part of the parapet of the grade II listed tow path bridge across the canal arm into the New Islington Marina. The northern part of the central island of Lock No. 1 is just visible towards the right-hand side of the view.

The upper part of the proposal would be visible above the apartment blocks that enclose the northern side of Chapeltown Street. It would be experienced as part of the evolving, contemporary cityscape including the New Islington apartments and IBIS Hotel on the right and left-hand sides of the view. The proposals would form a relatively minor part of the backdrop to the heritage assets and would not impact on the ability to appreciate their significance, including the group value of the canal related structures.

Heritage B: The view north-eastwards from Sheffield Street

View 3 The view north-eastwards from Sheffield Street

In this view towards the site from Sheffield Street the fragmented urban form to the north of Piccadilly Station is apparent. The rear of Crusader Works is a significant linear form with the Oxygen tower rising prominently above it.

The upper part of the proposal would be visible above the Phoenix building but would not be particularly prominent and cause minimal change in the setting of the grade II listed mill complex. However, the current view would change dramatically following the implementation of the approved schemes within the PSE SRF Area.

The proposal would be to the north of Crusader Works but separated from the listed building by the Phoenix building. The grade II listed building is best experienced from Chapeltown Street, from where the scale and repetitive character of the mill can be appreciated, and also from the southern end of Longacre Street and Sheffield Street, from where the overall mill complex and chimney can be appreciated. From those locations the Phoenix development stands up slightly behind the Crusader Works but has a sense of solidity and architectural rhythm that is compatible with the Crusader Works complex. The proposal would step-up behind Phoenix. The differential in height would be similar to that between Crusader Works and the Phoenix apartments. The structural grid of Ferrous would continue the rhythm and proportions of the Chapeltown Street frontage of Crusader Works and Phoenix.

Potential Change in Setting

In views from the north, the Crusader Works is largely obscured by the Phoenix, in an otherwise fragmented townscape that gives an artificial sense of openness.

The proposal would change the setting of the grade II listed Crusader Works modestly with a less pronounced change relative to the sequence of tall building schemes approved within the PSE SRF Area. The proposed change in the setting of Crusader Works would be neutral on the significance of the listed building.

The Store Street Aqueduct (Grade II* Listed) is well separated from the site by intervening development. The upper part of the proposal would be visible above the intervening roofscape, alongside the Phoenix. This would be a negligible change within the setting of the heritage asset.

The listed buildings and structures associated with the Ashton Canal, to the north of Great Ancoats Street, form a well contained cluster with a strong historic and functional association. Their setting has changed markedly overtime, with the clearance of former canal-side industrial sites and residential developments at New Islington. In this context the proposal would be partially visible from the upper locks (Nos. 2 and 3). However, it would repair a current gap in the frontage of Great Ancoats Street and would cause a minor change in setting relative to the residential developments on the western side of the canal and the approved tall buildings at PSE SRF Area.

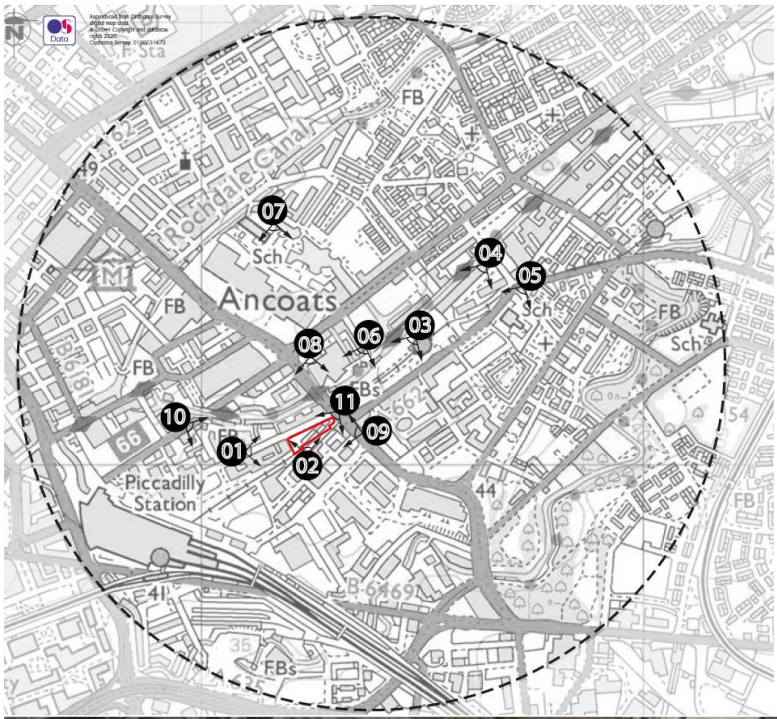
The proposal would be visible in the long south-west view along Pollard Street and would change the setting of the Cooperative Warehouse (Grade II Listed) and Vulcan Works (non-designated heritage asset). The current setting gives an artificial sense of openness due to clearances and Metrolink on the north-western side of Pollard Street. Recent developments at New Islington, Oxygen and the adjoining Ibis Hotel have changed the setting of the heritage assets while not interfering with the ability to appreciate their significance or the contribution of group value to that significance. In this context the proposal represents a modest change in the setting of the heritage assets, but would not harm their significance.

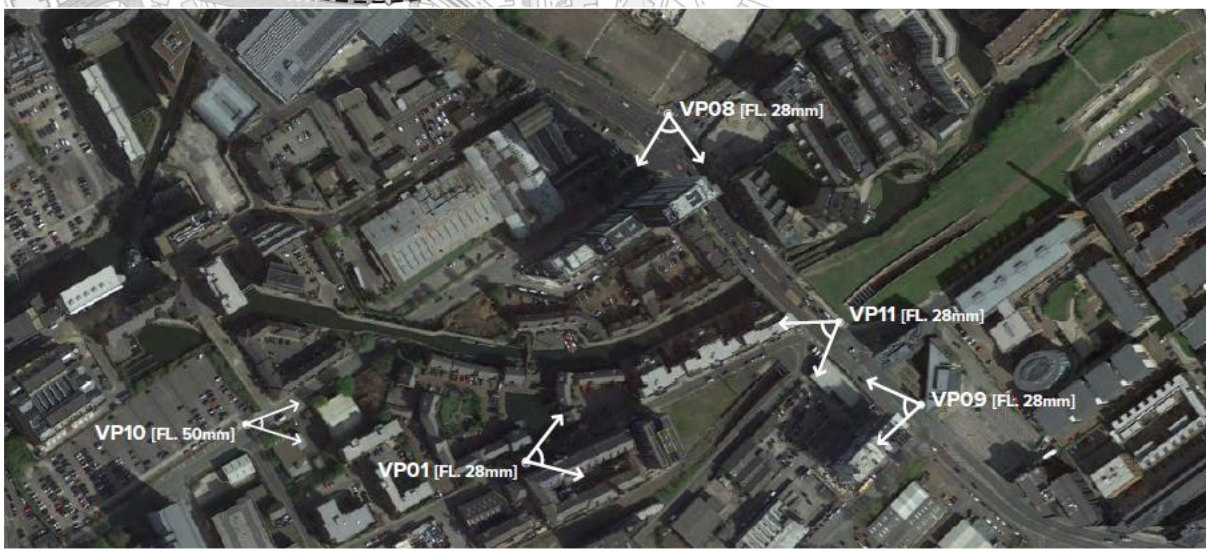
The quality of the elevations and the brick cladding would ensure the development does not conflict with or detract from the Crusader Works, the former Cooperative Warehouse or Vulcan Works. The listed structures associated with the Ashton Canal exist in a mixed setting and the proposal would be viewed in that context. The historic and functional significance of these assets would not be undermined.

The extent of change within the settings of the heritage assets would range from negligible to modest. However, given the contribution of setting to their significance the impact of that change would not be harmful. The proposal would therefore preserve the significance of the heritage assets.

The townscape is a ‘mix’ of the old and the new, located side by side, with the proposal located on a formally developed site which is cleared and redundant. The urban grain is fragmented and lacks cohesion.

A visual assessment has analysed the impact in townscape terms and from a baseline of 11 representative views 8 were considered in more detail using with verified and wireline views (Views 1,3,4,6,7,8,9 and 11)**.** These considered views from: Great Ancoats Street, Chapeltown Street; Cotton Field Wharf; the Ashton and Rochdale Canals and adjacent green space. It assessed the impact for the potentially sensitive receptors and the potential effects on their visual amenity. Visual effects were related to changes that would arise in the composition of available views as a result of changes to the landscape, to people’s responses to the changes and to the overall effects with respect to visual amenity.

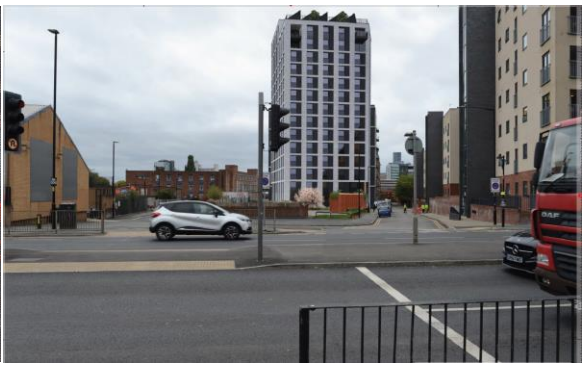


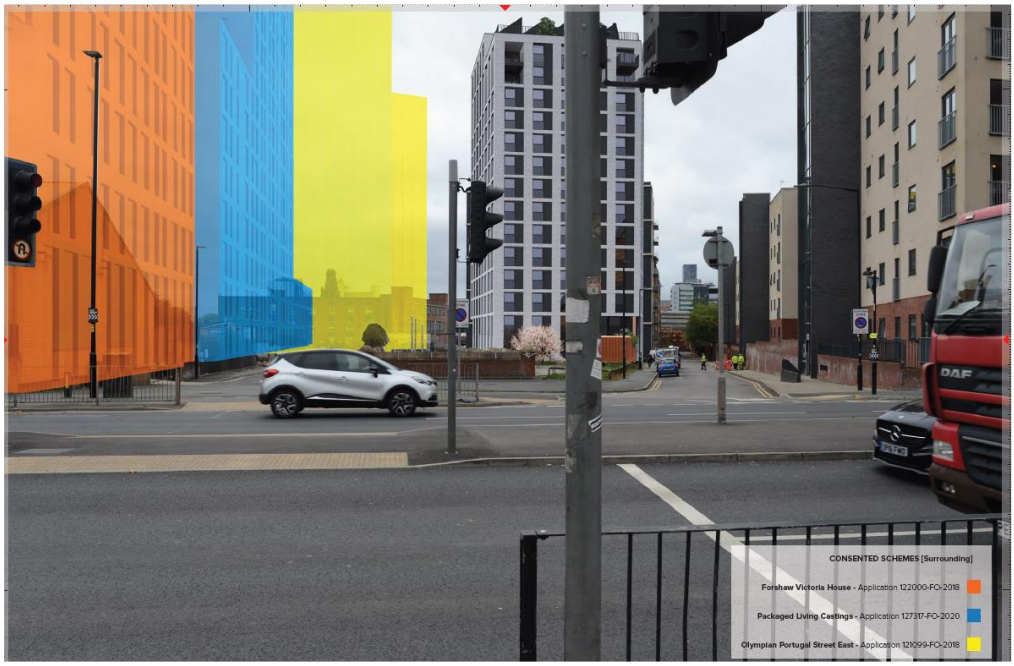


Viewpoint locations and scope

Users of Great Ancoats Street to the North (images above)

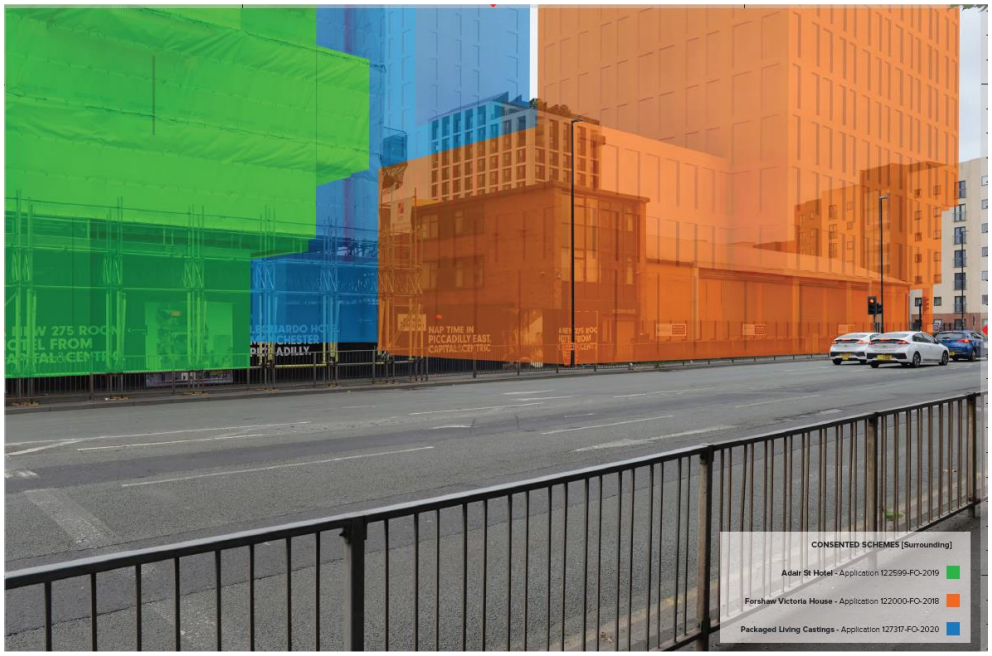
The users of Great Ancoats Street to the North have a low sensitivity to the proposals (Viewpoint VP08). The wireframes show that the proposals would appear as a new building but nestled behind the dominant Oxygen towers and aligned with the building heights in close proximity. The new Phoenix building is already visible, and the introduction of the proposals will not alter the experience for the viewer in this location. These receptors would experience a negligible level of effect on their visual amenity as a result of the proposed development.





Users of Great Ancoats Street Opposite the Site (images above)

The users of Great Ancoats Street opposite the site have a low sensitivity to the proposals (Viewpoints 11). The wireframe shows the introduction of a new building. It is not dominant and not dissimilar to the Phoenix building. The proposal is taller but due to the nature of the site, are slim. The view would be similar albeit with a taller building slightly closer. The development at 1 Adair Street and other demolition and construction means the proposal would have little impact on visual amenity. No views are restricted or compromised. There would be a negligible effect on visual amenity.



Users of Great Ancoats Street to the South (images above)

The wireline shows that the proposals would appear as an additional building in the cluster of taller buildings. 1 Adair Street and Oxygen are visible and the proposal would appear at the same height and scale as the residential units on the north of Chapeltown Street. This is a busy road frontage where buildings come up to the pavement edge. This section of Great Ancoats Street is more open, but the proposal does not affect or change that experience. The effect would negligible. development.

Users of Chapeltown Street to the West (images above)

The proposal would appear as a small addition on the eastern end of Chapeltown Street. The Phoenix building is a modern, taller building element. The level of change would be limited.

The view for residents to the north of the would change from an informal grassed area to built form. Their wider view contains taller elements and the trajectory of the street follows this townscape. There would be a direct change in the experience of this view, but it would not be overall detriment to visual amenity. Other approved developments will be brought forward to the south and the visual character of this area has already changed and the views to the south closed down. There would be a medium level of effect on visual amenity.

Representative Viewpoint 04

Users of the Cheshire Ring Canal Walk and the Ashton and Rochdale Canal (images above)

Canal users already experience taller buildings when looking east and the proposal would be an additional element behind existing buildings. These buildings define the character of the canal side. The proposal would not compromise the experience. This route follows canal towpaths through urban areas and tracks the changes which have occurred. The Lock Keepers Cottage is in the heart of redevelopment and the wireframes show that the experience of this part of the canal, where the receptors are in closer proximity to more visible assets and information about the past, would not be changed. There would be a low to negligible level of effect on visual amenity. .

Representative Viewpoint 03

Users of the Green Space adjacent to the Canal and the Metro Link (image above)

There is a mix of size, scale and type of built form where changes over time from the late 1800s is visible. The proposal does not appear taller than the surrounding buildings and would not restrict any views. There are some incidental views of other buildings in Manchester, and this would remain. The proposals would not compromise visual amenity and would be a new building in the view. There would be a low to negligible effect.

Representative Viewpoint 07

View from Cotton Field Wharf Marina (image above)

The proposal is behind Oxygen and here is no change. However, as people move along the wharf side, the proposal would filter into and out of the view. The area is subject to wholesale redevelopment. Larger buildings which have been erected in the wharf with Keepers Quay at nine storeys. The focus is on the immediate surroundings including the wharf and canal side and Cotton Field Park. It is considered that it is an inward-looking environment and functions within its own setting, although the visitors and residents understand their location on the edge of the city. There would be a negligible level of change.

Potential Cumulative impact

There are a large number of proposals in this area including Ancoats, Cotton Field Wharf, Islington Wharf and Piccadilly. This has an impact on the townscape and is a part of the process to rejuvenate and reinvent this part of Manchester. The residents of and visitors to the area are experiencing ongoing construction works. The consented schemes at Victoria House, the Castings and the Fairfax along with the recently completed Oxygen Tower scheme, will dominate the skyline and the townscape of this area once complete. These have more impact in terms of scale, height and form than this proposal. The Ferrous scheme is less significant due to its height but also the location on the eastern end of the Phoenix Apartments and the conversion of Crusader Works. It is a continuation and completes the development of this parcel of land.

Consideration of the merits of the proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of

preserving the setting of listed buildings when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 195, 197, 199, 200 and 202.

Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance.

The NPPF (paragraph 199) notes that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation whether any harm would be substantial, total loss or less than substantial. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.

Any harm to the significance of Crusader Works, the former Cooperative Warehouse, Vulcan Works or the cluster of canal related structures, including the locks and lock keeper's cottage, and the Store Street Aqueduct (Grade II* Listed) which have a close association and group value with the Ashton Canal would be less than substantial. The proposal would (in respect of these assets) meet the objectives of Paragraphs 197, 199 and 202 of the NPPF and the requirements of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990.

Paragraph 202 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). The harm is considered necessary to secure the site's wider potential in urban design terms.

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

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

- Creating a safe and accessible environment with public space and facilities for residents, workers and visitors with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Responding to the local character and historical development of the City Centre, delivering a contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Deliver a sustainable development with good access to shops, services and transport, close to Metrolink and Piccadilly Station and bus links;
- Supporting the creation of strong, vibrant and healthy communities by providing a high-quality homes with amenity space; and Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraphs 197, 199 and 202 of the NPPF and address sections 66 of the Planning Act in relation to preservation and enhancement

Architectural Quality

The key factors to evaluate is the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered design response. The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme. There are a variety of materials and building styles in the area with small-scale brick industrial buildings to converted brick mills and more contemporary buildings. The recently approved developments within the PSE SRF Area are predominantly brick and it is considered that the proposal would be complementary in style and fit in visually with is immediate context.

The facade design principles would be articulated through the following key design features:

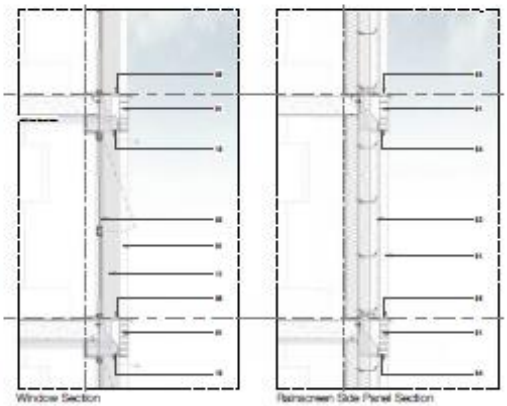
- Consistent width vertical brick piers, and horizontal brick band heights. Square brick openings to east, west and south, rectilinear openings to the narrower north elevations.
- One and half brick return to windows giving depth, quality and solidity to the facade and allow for shadowing to create natural contrast across elevations.
- Recessed triangle profile metal cladding in dark grey to contrast with the light grey brick grid, accentuating depth and providing texture and shadowing.
- Floor to ceiling windows with openable top vents would allow residents optimal daylighting and control of ventilation.
- Concealed MVHR vents within the metal rainscreen would provide consistent background ventilation.

- Pressed metal soffits and cills would colour match the windows frames.

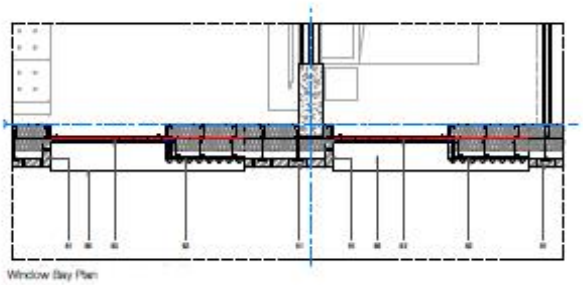

West Balcony Elevation & Section

East Balcony Elevation & Section

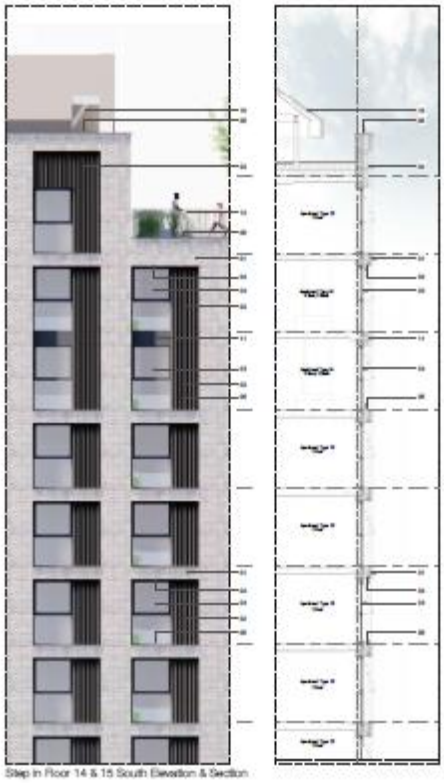
Typical Window Bay


Window Section

Rainscreen Side Panel Section

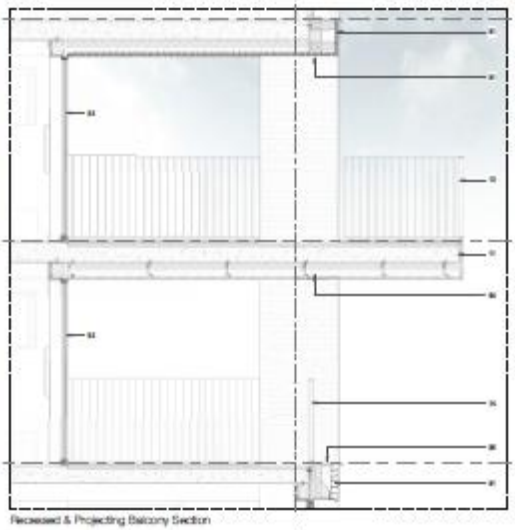

Window Bay Plan

Typical Bay Elevation & Section

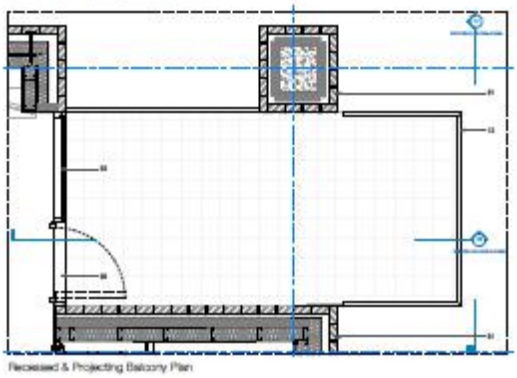


Step in Floor 14 & 15 South Elevation & Section

West Facade Recessed & Projecting Balcony



Recessed & Projecting Balcony Section



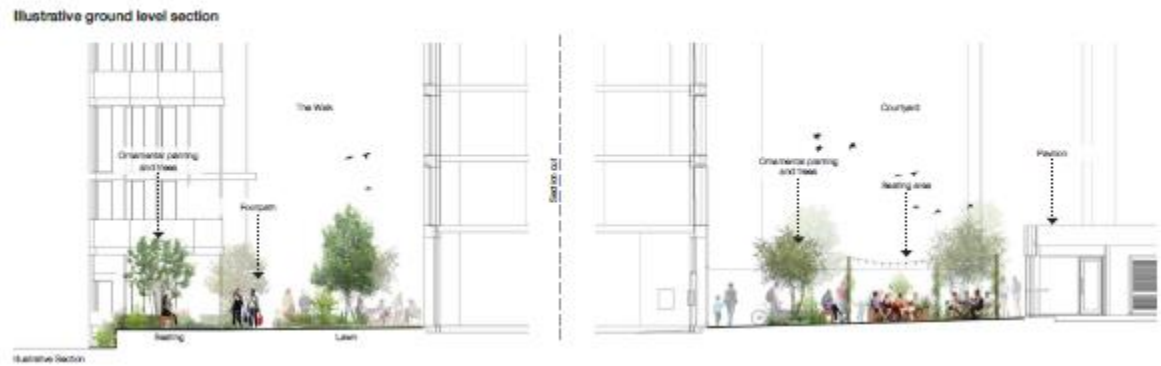
Recessed & Projecting Balcony Plan

The materials would deliver a high quality design. Their colour and texture would reflect that found nearby. The roofscape would be a more dynamic counterpoint to the ordered facades and add to visual interest. The layout and transparency of the ground floor glazing would maximise daylight and allow views into ground floor areas increasing passive surveillance and improving security whilst animating the street and would improve the streetscape.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment (including Age Friendly Provision):

The Core Strategy requires tall buildings to create an attractive, pedestrian friendly environment. Public space should provide shared outdoor amenities for residents, within a high quality, safe and accessible environment. This is required to secure the successful regeneration of the site and achieve the aspirations of the HS2 SRF.

The public realm would include hard and soft landscaping, including trees, which would improve site wide biodiversity and year round visual interest. There would be varying scales of spaces with seating and spill out areas; verdant greenery; and reference to the site's former industrial character. Pedestrian routes through and around the site would be clearly defined using the hard landscaping to ensure legibility and ease of movement. Lighting within the public realm would be designed to complement that legibility and define the use of the different spaces.



The design would promote health & wellbeing and would be suitable for all including older people. The final details would be agreed by condition and would adhere to MCC guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. The public realm would be managed and maintained by a professional residential property manager and this would be secured by a condition.

All loose external seating and tables etc. will be stored away outside opening hours by the operator of the commercial unit The external seating for the two commercial units in the building would be stored internally.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design is appropriate for this prominent site. The information

provided indicates that the design is technically credible. The design team is familiar with the issues associated with high quality development in city centre locations, with a track record and capability to deliver a project of the right quality.

The design includes: well considered detailing and materials; high quality materials and construction technology; spacious layouts with good quality natural light, ventilation and acoustics; and, active ground floors and welcoming entrances and communal spaces including a rooftop communal terrace, public realm at ground level on Fair Street and publicly accessible pocket park.

Relationship to Transport Infrastructure and cycle parking provision

The site is close to all sustainable transport nodes including trains, trams and buses. The site has a Greater Manchester Accessibly Level (GMAL) of 8 indicating a very high level of accessibility. Residents would be able to walk to jobs and facilities in the City Centre.

There are multi storey car parks nearby and leaseholds can be arranged to secure contract spaces for those who wish to have a car and are not allocated a space one on site. The nearest is on Ducie Street 180m from the site. There are 10 car parks within a 10 minute walk which residents and visitors could use. The nearest car park with dedicated disabled parking spaces is at Piccadilly Station with 21 spaces which could be available on a contract basis. The nearest City Car Club bays include two at Piccadilly Place, one each on Dale Street and Tariff Street. Two disabled parking bays and a Car Club bay would be created on Chapeltown Street. The Travel Plan would make residents aware of sustainable options. The Transport Statement concludes that the overall impact on the local transport network would be minimal.

The cycle storage capacity for 107 spaces would provide 100% provision. There would be 4 covered cycle stands in the public realm.

Drop off, servicing and loading would be from an existing service layby on Chapeltown Street.

Sustainability / Climate Change: Building Design and Performance (operational and embodied carbon)

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. The energy strategy responds to the City's Climate Emergency declaration and has set out how the scheme contributes to Net Zero Carbon targets through operational and embodied carbon.

An Environmental Standards assessment of physical, environmental, social and , economic effects in relation to sustainability objectives sets out measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through good design in line with the Energy Hierarchy to improve the efficiency of the fabric and use passive servicing methods.

Operational Carbon

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. Part L has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 9% improvement over Part L 2013 and the proposal would exceed this target (10%). The proposals include roof top PV's. The energy strategy is based on an all-electric building with rooftop PV's and the remaining space and water heating demand would be met by electric panel and immersion heaters (100% efficient). The infrastructure would allow the scheme to become zero carbon as the grid decarbonises.

The following efficiency measures would be included to reduce heat losses and minimise energy demand:

- The proposal would be constructed to exceed minimum Building Regulation standards and includes efficiency measures to reduce heat loss and minimise energy demand, including very good levels of insulation and low u values;
- The insulated distribution pipework would minimise energy losses from the hot water systems, often referred to as 'standing losses'. Furthermore, the dwellings would not require active cooling;
- Very low air permeability target would virtually eliminate any uncontrolled ventilation and assist to limit heat loss through the structure of the build;
- The g value of the glazing would be optimised to control solar gain in the summer and allow beneficial gains in the winter to minimise the overheating risk and limit the heating energy demand;
- Sophisticated control systems for the space and water heating will ensure that energy consumed by the development is used efficiently;
- Hot water would be separately programmable and high efficiency cylinders with low standing losses will be specified;
- 100% LED provision and sophisticated control systems incorporated throughout. Photocell and automatic presence control of the lighting would improve the efficiency of the lighting system in the communal zones; and
- High efficiency heat heating and cooling would be provided to the non-domestic zones.

Building Location and Operation of Development (excluding direct CO2 emission reduction) and Climate Change Adaptation and Mitigation

Features associated with the development which would contribute to achieving overall sustainability objectives include:

- A highly sustainable location and development of a brownfield site should reduce its impact on the environment;
- The homes will be designed to reduce mains/potable water consumption and include water efficient devices and equipment;
- Recycling facilities would divert material from landfill and reduce the carbon footprint further;

- A net increase of c.16 trees (subject to feasibility) would offset carbon emissions

Embodied Carbon: Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving.

The applicants and their contractor have a proactive approach to sustainability with a range of corporate and project level commitments to reduce the quantity of materials required, increase recycling rates and limit the amount of waste sent to landfill. The following key commitments will be assessed during the design and construction stages of the development:

How demand for materials will be minimised; How new materials will be specified to enable their re-use; How recycled materials can be utilised; How construction waste will be minimised (including packaging waste); How much waste the development is expected to generate; How and where the waste will be managed; How the development's design and construction will enable building materials, components and products to be disassembled and re-used at the end of their useful life. Implementation.

The objectives for the Circular Economy will be agreed and implemented accordingly: Workshops will be held to agree Circular Economy aspirations and aims (client, design team, contractor and supply chain); Circular Economy aims will be continually monitored throughout the design and construction process; On completion, success 'versus' aims will be assessed and an analysis will be undertaken to inform future developments.

The proposal would contribute to sustainable design and construction through:

- Facade components designed to allow for ease of assembly and disassembly for reuse / repurposing, for example:
- The aluminium cladding construction allows for ease of disassembly at end of building life.
- The aluminium and concealed metal support brackets are highly recyclable.
- Traditional brick construction is highly durable and long lasting which provides excellent value for the initial carbon investment.
- Traditional brick construction walls can be disassembled by hand allowing for the high quality bricks to be reclaimed and reused on future buildings;
- Building Frame Embodied Energy- Flat slabs are proposed to provide an efficient floor plate solution which minimises the volume of materials required;
- Concrete grades will be reviewed during detailed design and following the intrusive site investigation, and specifications tailored accordingly to suit the project specific requirements. This will assist with minimising the embodied carbon in the concrete;

- Suitable concrete cover to reinforcing bars will be provided, and suitable concrete grades selected to suit the relevant exposure classes, both of which will enhance the longevity of the structure.

The proposal would make a positive contribution to the City's objectives and is, subject to the ongoing decarbonisation of the grid is capable of becoming Net Zero Carbon in the medium to long term whilst achieving significant CO2 reductions in the short term.

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

(a) Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context

An assessment of daylight, sunlight and overshadowing has used specialist software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that 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 light to buildings can be inevitable.

The neighbouring residential properties at Quantum Apartments, The Castings and the Phoenix Buildings have been identified as affected in terms of daylight and sunlight impacts.

The assessment has scoped out other residential properties due to the distance and orientation from the site. The BRE Guidelines suggest that residential properties have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

The Sunlight and Daylight Assessment has set out the current site condition VSC levels (including impacts from adjacent approved schemes) and how the proposal would perform against the BRE VSC targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The methodologies can comprise 3 tests. 2 of these tests (VSC (vertical sky component) and NSL (no sky line) have been carried out in relation to this proposal.

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

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

The NSL test assess daylight levels within a whole room rather than just that reaching an individual window and are more accurately reflect daylight loss.

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

The Guidance acknowledges that in a City Centre, or an area with modern high-rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

Sunlight Impacts

For Sunlight, the BRE Guide explains that tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

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

BRE Targets

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit,

but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 20% are considered to be acceptable levels of tolerance. For the purposes of the sensitivity analysis, these values are a measure against which a noticeable reduction in daylight and sunlight would be discernible and are referred to as the BRE targets**.** The impacts of the development within this context are set out below.

Baseline

All impacts have been assessed against the baseline of a cleared site and the approved developments within the PSE SRF Area as detailed above

Daylight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, the impact would be:

Quantum Apartments - 120/180 (67%) of windows would meet the BRE VSC Target and 95/145 (66%) of the rooms would meet with the BRE NSL target.

The site is currently underdeveloped and unusually open in a city centre location. Any development that matches the scale of Phoenix Building will have a similar impact to that proposed.

In terms of NSL, the design of Quantum Apartments is such that deep, single aspect rooms are located on the boundary overlooking the site, which makes it difficult for daylight to penetrate into rooms and leads to low baseline levels. The BRE discusses the neighbourliness of surrounding properties, stating that “another important issue is whether the existing building is itself a good neighbour, standing a reasonable distance from the boundary and taking no more than its fair share of light”. The BRE states that “if an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no sky line may be unavoidable”. The design of Quantum Apartments means that it places a high burden on this site to maintain existing levels and leads to rooms not meeting the daylight criteria.

35 of the 50 rooms which do not meet the BRE criteria are bedrooms, which have a lesser requirement for daylight. Therefore, 15 living kitchen diners do not meet the NSL daylight targets, which represents 10% of all rooms assessed.

The Castings - 401/474 (85%) of windows would meet the BRE VSC Target and 358/382 (94%) of the rooms would meet with the BRE NSL target.

The Castings is under construction with no residents in occupation to experience any reductions in light. As such, it has a lower sensitivity to change. However, compliance levels against the BRE criteria would be high given the city centre location and emerging height and density in the area.

Only one window would experience a major adverse impact in VSC (40%+ infringement of the baseline) daylight and only one room would experience a major

adverse impact in NSL daylight. Most of the impacts are minor, and along with the lower sensitivity, the overall impact on daylight to The Castings

Phoenix - 0/47 (0%) of windows would meet the BRE VSC Target and 0/47 (0%) of the rooms would meet with the BRE NSL target.

The above needs to be considered however against the context of windows which have a low level of existing compliance of only 17% with the 27% BRE VSC target in part due to the building's orientation, the presence of balconies cutting out daylight to windows below and the impacts from adjacent consented schemes within the PSE SRF Area.

The daylight levels in the eastern elevation of Phoenix Building would be reduced, but would be higher on lower floors and comparable on upper floors to the daylight and sunlight levels in the western elevation of Phoenix Building where it abuts Crusader Works. The daylight to rooms on the western elevation are restricted due to the proximity of Crusader Mill but have a high level of occupation. The development on this site was anticipated when Phoenix Building was consented and sold and the current daylight and sunlight was never intended to be permanent.

Appendix F of the BRE Guide states that alternative targets may be generated from the layout dimensions of an existing development, or they may be derived from considering the internal layout and daylighting needs of the proposal itself. Sometimes there may be an extant planning permission for a site, but the developer wants to change the design and quantify the level of change compared with that which has previously been accepted. In assessing the loss of light to existing windows, a local authority may allow the targets for the permitted scheme to be used as alternative benchmarks.

An analysis using the massing indicated for the plot in the HS2 SRF has assessed whether the windows or rooms would receive more, the same or not noticeably less daylight or sunlight with the proposal in place compared with the SRF option.

Quantum Apartments - 92/180 (51%) windows would meet the BRE VSC Target and 75/145 (50%) rooms would meet with the BRE NSL target.

Castings - 363/474 (77%) windows would meet the BRE VSC Target and 295/382 (77%) rooms would meet with the BRE NSL target.

Phoenix – 0/47 windows would meet the BRE VSC Target and 4/47 (9%) rooms would meet with the BRE NSL target.

The above demonstrates that the impacts from the proposed massing would be less than those from the indicative massing within the HS2 SRF.

There would be reductions against the baseline site conditions for some residents within Quantum Apartments, The Castings and the Phoenix Building. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The above demonstrates a good level of compliance with the BRE VSC target and that the perception of any change would be minimal.

Sunlight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, the impact would be:

Quantum Apartments – 35/60 (58%) of the living rooms would achieve both the 25% annual and 5% winter APSH targets. Using the impact of the SRF massing as an alternative only 25/60 (42%) of rooms would achieve both the 25% annual and 5% winter APSH targets.

The annual sunlight levels are generally good, with an average of 32% APSH, against the target of 25%. The winter figures are lower though, which is not unusual for a city centre, as higher development tends to block the lower level winter sun.

The Castings – All of living rooms would achieve both Annual and Winter sunlight targets. Using the impact of the SRF massing as an alternative 364/474 (42%) of rooms would achieve both the 25% annual and 5% winter APSH targets.

Phoenix Buildings – None of the living room windows that overlook the proposal face within 90 degrees of due south, and so no sunlight assessment is needed.

There would be reductions against the baseline conditions for some residents in Quantum Apartments. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its location. There would be a good level of compliance with the APSH target and the perception of change would be minimal.

The impact on the daylight and sunlight received by some residents of Quantum Apartments, The Castings and the Phoenix are important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. The following is important:

- The proposal has sought to reduce the impact on sunlight and daylight and has maximised separation distances;
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- When purchasing or renting property close to a derelict plot of land, the likelihood is that, at some point in time it will be developed.
- High density development is not unusual in the City Centre;

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

(b) Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. This has been modelled using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing was undertaken combined with adjusted meteorological data from Manchester Airport. The assessment used the Lawson

Comfort Criteria, which seek to define the reaction of an average pedestrian to the wind.

The sensitive receptors were identified as those using the public realm and outdoor facilities. All are considered to be highly sensitivity to strong winds, as these can pose a risk to pedestrian safety.

There are no exceedances at ground level anywhere in the site of surrounding area. All ground level comfort conditions are suitable for their intended use, including on and offsite building entrances and the proposed amenity spaces at the base of the proposed development.

Conditions for the balconies of the neighbouring Phoenix building are suitable for the intended use, and not subject to any safety or distress exceedances.

The majority of the level 14 roof terrace would be suitable for the intended use. It is recommended that soft landscaping is used next to seating areas to ensure that they experience the calmest conditions.

There is a thin region around the edge of the level 14 terrace which is subject to unsuitable conditions. This has been mitigated by reducing the size of the proposed terrace away from the building edge so that users cannot.

(c) Air quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during the construction and operational phases. The site is located in an Air Quality Management Area (AQMA) where air quality is known to be poor as a result of emissions from surrounding roads. As such, residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels in this sensitive area.

The AQA confirms that mitigation measures are required during construction to minimise dust impacts. Good on site practices would ensure dust and air quality impacts are not significant. This should remain in place for the duration of the construction period and should be the subject of a condition.

In terms of embedded mitigation, the energy strategy is proposed to be entirely electrical based and there will be no additional emissions from CHP/boilers.

The impacts on air quality once complete would be negligible. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives. On that basis, residents would be exposed to acceptable air quality and the site is deemed suitable for its proposed future use.

Storage capacity for 107 cycles is proposed. An Interim Travel Plan includes measures that promote the use of sustainable transport modes. All these measures would contribute to reducing reliance on the private car and limiting air quality.

(d) Noise and Vibration

Whilst the principle of the proposal is acceptable, the impact of adjacent noise on occupiers needs to be considered. A Noise Report concludes that with appropriate acoustic design and mitigation, the internal noise levels would be acceptable. The level of noise and mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted. Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation.

During the operational phase the proposal would not produce noise levels or vibration that would be significant. Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to seek to minimise disruption. A Construction Management Plan should be a condition of any consent granted and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

Acceptable internal noise levels can be achieved with relatively standard thermal glazing.

(e) Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services from the proposed development. Overall, the Television and Radio Reception Assessment concludes that the Proposed Development may cause minor short-term interference to digital satellite television reception in localised areas around the Site, but proposes mitigation that would quickly restore the reception of affected television services, leaving no long-term adverse effects for any viewer.

The location of the site is such that it is ‘high speed’ ready with the infrastructure is in place for the development to be connected into robust and future proof broadband.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it is considered that the applicant has demonstrated that the proposal would meet the requirements of the CABE and EH guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable.

Archaeological issues

Greater Manchester Archaeological Unit believe that remains of a 19th century iron foundry and workers housing may exist below ground. They recommend targeted archaeological excavation, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. A condition is proposed.

Crime and Disorder

The increased footfall, additional residents and the improvements to lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

No statutory or non-statutory protected sites lie on the site or immediately adjacent to its boundary. The nearest statutory protected site is Clayton Vale Local Nature Reserve (LNR), which lies 2.4km away to the north-east. Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) lies 4.7km away to the north-east.

The site lies within a SSSI Impact Risk Zone, which lists certain types of development that may have a deleterious impact on protected sites nearby. Residential development is not listed as a concern at this location. The nearest non-statutory protected site is Ashton Canal (East) Site of Biological Importance (SBI). This is located approximately 42m to the north of the site

A Phase 1 Habitat Survey provides an overview of the habitats on site and assesses any potential protected species issues. The pre-developed site consists of amenity grassland and is of negligible ecological value. There are no features which would be suitable bat foraging habitat exists on, or adjacent to, the site.

The proposals incorporate ecology enhancing features and measures on site. The survey confirms that no specific habitat mitigation is considered to be necessary however, the development should aim to bring biodiversity gain.

The Chartered Institute of Ecology and Environmental Management (CIEEM), Institute of Environmental Management (IEMA) and the Construction Industry Research and Information Association (CIRIA) have established a framework of good practice principles for Biodiversity Net Gain. In line with Biodiversity Mitigation Hierarchy, the scheme includes: Soft landscape planting with shrubs and trees of local progeny to provide a pollen and nectar source for invertebrates; Integrated bird and bat boxes; Tree planting of native species or fruit varieties where practically possible; and an accessible green roof terrace.

Green roofs reduce the Urban Heat Island Effect, thermal cooling and insulation, reduction in airborne particles, reduction in flash floods and storm-water management along with an increase in biodiversity.

The Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created on the communal terrace and in the public realm. The landscape would enhance linkages to local wildlife corridors. Ecological stepping stones could link to green/blue infrastructure. The trees, shrub and ground cover planting would improve biodiversity and form corridors

which enable natural migration. The inclusion of such features would be a condition of any consent granted.

Waste, Recycling and Servicing

The refuse store has been sized in line with ‘GD 04 Waste Storage and Collection Guidance for New Developments with 0.43sqm of space for each apartment. Compacted General Waste. The refuse collection strategy would be part of the Resident Management Strategy which would be a planning condition. The waste would be sorted into containers within the apartments for residents to take to the ground floor storage area by residents would be collected weekly by a private company from the existing service yard.

Conditions would require a service management strategy and off-site highways works, including pavement reinstatements and finishes. The Head of Highways has no objections on this basis.

Floor Risk, Drainage Strategy

The site is in Flood zone 1 and is low risk site for flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. The Ashton Canal is 80m to the south west of the site.

The development, with the exception of the highways and the drainage system, would cope with intense storm events up to and including the 1 in 100-year storm return period, which includes an allowance of 40% additional rainfall for climate change. The hard standing would take water away from the building. Surface water run-off would be minimised and reduced to a greenfield rate if practical, and the post development run-off rates would be reduced to 50% of the pre development rates.

It is proposed that SUDS would be managed through attenuation storage in ground tanks with a flow control device. Flow rates would be aligned with the betterment requirements for the SRFA. The underlying soil is predominantly clay with low levels of permeability which could prevent the use of Suds infiltration techniques, but this will be investigated further through a condition. Suds could be linked to the wider public realm through natural drainage to capture surface water runoff rather than draining it to storage tank storage. This would reduce the amount of water draining into sewers which reduces flood risk and requirements for pollution management.

Infiltration management could include permeable surfaces, rain gardens, soakways and infiltration trenches and could be explored further through a condition. Surface water could be drained into planting areas or permeable paving area linked to the wider public realm. The final details of this would be explored via a condition.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the relevant policy principles. The mitigation measures which manage surface and foul water run off during the lifetime of the development.

Contaminated Land

A Phase I Ground Investigation has been prepared based on desktop / published sources. The site is in an urban environment where industrial activities have taken place over time. It is likely that there is a significant thickness of Made Ground associated with previous development. Elevated levels of contamination may be present in shallow soil and groundwater and it would be necessary to avoid contaminate migration pathways during piling works. The site is in an area indicated to be at medium risk from Unexploded Bombs (UXB's). A radar survey should be performed prior to any demolition works taking place, once the ground had been cleared sufficiently to enable safe working in the area and would be secured via a condition.

If ordinance is found, a specialist UXB team would assess next steps and to draw up risk assessments for any continuing works which would be carried out in accordance with best practice guidance for the industry (CIRIA).

Further excavations and investigations are necessary. Mitigation may be required but with these in place, the site would present a low risk. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Accessibility/ Inclusive Access

The design has sought to avoid discrimination regardless of disability, age or gender by, wherever possible going beyond the minimum requirements of Part M. This covers the access to and within the new building and associated public realm.

The homes could be adapted to meet the changing needs of occupants over time, including those of older and disabled people. All apartments and amenity spaces would be accessed via large passenger lifts which would exceed minimum standards. All primary circulation routes would have sufficiently clear widths to facilitate ease of movement for all users including wheelchairs and pushchairs. 55. apartments having the potential for upgrading to M4(2) Category 2: Accessible and adaptable dwellings and all are designed to be Part M (building regulations compliant) for visitors.

The reception area interior fit would comply with statutory requirements. The reception desk would provide compliant wheelchair access and manoeuvrability.

Local Labour

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

Construction Management

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

Summary of Climate Change Mitigation / Biodiversity enhancement

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

The external amenity spaces and public realm should improve biodiversity and enhance wildlife habitats that could link to established wildlife. The bat boxes and bricks, bird boxes and native planting would be investigated through conditions.

Developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 10% improvement over Part L 2013.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. There would be no on site parking is limited and the development would be highly accessible by sustainable transport. There would storage capacity for 107 cycle spaces.

The Framework Travel Plan (TP) sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Subject to conditions the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would have a good level of compliance with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Social Value from the Development

The proposal would support the creation of a strong, vibrant and healthy community. In particular, the proposal would:

- improve physical and mental health;
- promote regeneration;
- not harm the natural environment and would reduce carbon emissions;
- provide job opportunities for local people
- help to foster a sense of community by creating opportunities for people to come together in the pocket park and communal areas;
- help to reduce crime through passive surveillance from the active ground floor uses and the overlooking from homes;
- improve legibility along Chapeltown Street and Longacre Street providing stronger links to regeneration areas to the north and increase the attractiveness of routes within the HS2 SRF;

- provide access to services and facilities via sustainable transport, such as cycling and walking. The site is close to Metrolink, rail and bus links;
- not impact on the air quality, flood risk, noise or pollution and there will be no contamination impacts;
- not have a detrimental impact on protected species; and
- regenerate previously developed land with limited ecological value in a highly efficient manner

Fire safety

The HSE has raised a number of concerns. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. The issues raised in this instances are matters that should be addressed through building control and are not land use planning issues that can be dealt with through the planning process. The applicant has responded to these comments and the issues are being considered early in the design process as a result of the consultation at Gateway one. Fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the Fire Safety Report and subsequent supplementary information will be a condition of any consent granted. On this basis it is considered that that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason. It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Objectors comments

These are addressed in the main body of the Report above

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an appropriate reconciliation payment for offsite affordable housing through a further review at an agreed point with a mechanism to re-test the

viability should there be a delay in the implementation of the proposal as explained in the paragraph with the heading ‘Affordable Housing’

CONCLUSION

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan unless material considerations dictate otherwise. The proposals have been considered in detail against the policies of the current Development Plan and taken overall are considered to be in compliance with it.

The proposal would establish a sense of place, would be visually attractive, sympathetic to local character, would optimise the use of the site and would meet with the requirements of paragraph 130 of the NPPF.

The economic, social and environmental gains required by para 8 of the NPPF are set out in the report and would be sought jointly and simultaneously. The current site does not deliver these objectives and has not done for some time.

The proposals would be consistent with a number of the GM Strategy's key growth priorities. It would deliver a high quality building and regenerate a site which is principally characterised by a poor quality environment. The site could accommodate a building of the scale and massing proposed whilst avoiding any substantial harm to the setting of the adjacent Crusader Mills Buildings, Vulcan Works, former Co-operative Buildings and the listed buildings and structures associated with the Ashton Canal, to the north of Great Ancoats Street. The proposal would deliver the overarching objectives of the HS2 masterplan.

There would be a degree of less than substantial harm, but the proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the conservation area as required by virtue of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 197, 199 and 202 of the NPPF and that the harm is outweighed by the benefits of the development

Recommendation: MINDED TO APPROVE (subject to a legal agreement in respect of reconciliation payment of a financial contribution towards off site affordable housing).

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person’s home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control &

Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) Site Location Plans BDP-FRS-XX-XX-DR-A-000010 P02 and BDP-FRS-XX-XX-DR-A-200010 P02;

(b) Dwgs BDP-FRS-XX-00-DR-A-200211 P08, BDP-FRS-XX-01-DR-A-200211 P09, BDP-FRS-XX-02-DR-A-200211 P09, BDP-FRS-XX-04-DR-A-200211 P01, BDP-FRS-XX-12-DR-A-200211 P09, BDP-FRS-XX-13-DR-A-200211 P09, BDP-FRS-XX-14-DR-A-200211 P10, BDP-FRS-XX-15-DR-A-200211 P08, BDP-FRS-XX-XX-DR-A-220301 P08, BDP-FRS-XX-XX-DR-A-220302 P06, BDP-FRS-XX-ZZ-DR-A-020002 P10, BDP-FRS-XX-ZZ-DR-A-020003 P10 and BDP-FRS-XX-00-DR-A-910211 P02 ,

(c) Dwgs BDP-FRS-XX-XX-DR-A-201111 P03, BDP-FRS-XX-XX-DR-A-201112 P03, BDP-FRS-XX-XX-DR-A-201113 P03, BDP-FRS-XX-XX-DR-A-201114 P03, BDP-FRS-XX-XX-DR-A-202001 P04, BDP-FRS-XX-XX-DR-A-202101 P04, BDP-FRS-XX-XX-DR-A-202102 P04, BDP-FRS-XX-XX-DR-A-212101 P02, BDP-FRS-XX-XX-DR-A-212102 P02, BDP-FRS-XX-XX-DR-A-212103 P02, BDP-FRS-XX-XX-DR-A-212120 P02, BDP-FRS-XX-XX-DR-A-213001 P02 and BDP-FRS-XX-XX-DR-A-213002 P02;

(d) Dwgs 0883-RFM-XX-ZZ-DR-L-0001-S2 P06, 0883-RFM-XX-ZZ-DR-L-0002-S2 P06, and Dwg S21645-U 01 (Utility Survey)

(e) Sections 3.1, 3.2, 3.5, 4.0 and 6.0 of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021;

(f) Zerum e-mail dated 25-02-22 in relation to Disabled access and Accessible Apartments;

(g)Waste Storage and Management (Residential and Commercial) as set out in Section 4.3 of of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021 and Zerum e-mail dated 02-03-22;

(h) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Statement Version VERSION B: 4th November 2021
REFERENCE: 2021/0505/CIS/01 and measures set out on P8 and 9 of Zerum's letter dated 18-01-22.

(i) Archaeological Desk-Based Assessment Chapeltown Street Manchester , by ARS Report N o : 2 0 2 1 / 1 6 7 stamped as received by the City Council on 11-11-2021;

(j) Inclusions of measures and targets set out ENVIRONMENTAL STANDARDS STATEMENT DECEMBER 2021 REF: 2021.259 by Element Sustainability stamped as received by the City Council on 11-11-2021;

(k)Implementation of Broadband installation in accordance with the GTech Surveys Limited, Broadband Connectivity Assessment
Ferrous 28/10/2021 stamped as received by the City Council on 11-11-2021;

(l) Fire Statement - TCFS001.2 Project: Ferrous, Manchester Subject: Fire Statement Date: 1 November 2021 by Fire Design Consultants stamped as received by the City Council on 11-11-2021 and response within p3&4 of Zerum's letter dated 18-01-22;

(m) Air Quality Assessment, Chapeltown Street, Manchester, Client: Capital & Centric (Nineteen) Ltd, Reference: 4829r1, Date: 19th October 2021 by Redmore environmental stamped as received by the City Council on 11-11-2021;

(n)Flood Risk Assessment for Ferrous at Chapeltown Street, Manchester Feb 2022 by WML consulting stamped as received by the City Council on 11-11-2022;

(o) TV reception survey prepared by GTech Surveys Limited, Television and Radio Reception Impact Assessment
Ferrous 28-10-22 stamped as received on 11-11-21;

(p) EXTENDED PHASE 1 HABITAT SURVEY, FERROUS, CHAPELTOWN STREET, MANCHESTER, Oct 2021 by Rachel Hacking Ecology stamped as received on 11-11-21;

(q) Transport Assessment and Travel Plan, prepared by SK Transport Ref 211027/SK22133/TS01(-01) stamped as received on 11-11-22.

(r) Daylight and Sunlight, Impact on Neighbouring Properties Ferrous, Chapeltown Street, Manchester dated 29-11-22 stamped as received on 29-11-21;

(s) Phase 1 Desk Study and Preliminary Geo-environmental Assessment, WML Consulting, Reference 9861G-WML-XX-ZZ-RP-G-0001, dated 14 October 2021 stamped as received on 11-11-21;

(t) Townscape and Visual Appraisal, Ferrous, Chapeltown Street, Manchester Version 2, March 2022, INF N0855 V2 stamped as received on 02-03-22;

(u)Ferrous, Chapeltown Street, Manchester Energy Statement by jh partners, Reference 1315/R/ME/ES, dated 22nd October 202 stamped as received on 11-11-21;

(v) FERROUS, CHAPLETOWN STREET, MANCHESTER - PROPOSED RESIDENTIAL DEVELOPMENT, NOISE IMPACT ASSESSMENT by Hepworth Acoustics, Reference P21-127-R01v4, dated November 2021 stamped as received on 11-11-21;

(w) Heritage Statement, Ferrous - Chapeltown Street, Manchester, Capital & Centric Ltd, October 2021 by Graeme Ives Heritage Planning; and

(x) WIND MICROCLIMATE, ASSESSMENT REPORT, Ferrous, Manchester by GIA dated 09-12-21 stamped as received on 14-12-21;

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved Unitary Development Plan polices DC19.1, DC20 and DC26.1.

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

*baseline samples and specifications of all materials to be used on all external elevations;
*drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and
*a programme for the production of the full sized sample panels a strategy for quality control management; and

The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames

and

(b) Submission of a Construction Environmental Management Plan (CEMP)- Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle;

(c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme and dwgs as agreed above.

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

4) Prior to occupation of the development a servicing strategy for the building, shall be implemented in accordance with Dwg BDP-FRS-XX-00-DR-A-910211 PO2 and Servicing Strategy within Section 4.3 of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021

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

5) a) Notwithstanding the Phase 1 Desk Study and Preliminary Geo-environmental Assessment, WML Consulting, Reference 9861G-WML-XX-ZZ-RP-G-0001, dated 14 October 2021 and the preliminary risk assessment, prior to the commencement of the development the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

- Intrusive investigation assessment;
- Updated final risk assessment;
- Remediation Strategy.

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 prior to the first occupation of the residential element of the scheme.

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.

6) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with TFGM (Metrolink) which for the avoidance of doubt should include;

*Display of an emergency contact number;
*Details of Wheel Washing;
*Dust suppression measures;
*Compound locations where relevant;
*Location, removal and recycling of waste;
*Routing strategy and swept path analysis;
*Parking of construction vehicles and staff;
*Sheeting over of construction vehicles;
*Details of how measures in relation to safe working near to Metrolink will be complied with;
*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
*Agreed safe methods of working adjacent to the Metrolink Hazard Zone and shall be adhered to throughout the construction period;
the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage
power, signalling and communications cables for Metrolink both during construction and once operational.
* Details of the loading and unloading of plant and materials;
* Details of the storage of plant and materials used in constructing the development;
* Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
* Details showing the erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates
the tramway path, unless otherwise agreed with Transport for Greater Manchester;
*The provision of a "mock up" security hoarding to review and mitigate any hazards associated with positioning next to an
operational tramway prior to permanent erection;

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

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

7) Prior to any excavation greater than 1m deep within 1m of the Metrolink operational boundary being carried out or any piling works undertaken a scheme for the monitoring of both the trackwork and the Great Ancoats Street Underpass structure shall be agreed in writing with Metrolink and be implemented at the cost of the Developer and to the satisfaction of Metrolink.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to Core Strategy policy DM1.

8) At commissioning of the LV Switch gear and generator the developer must assess and confirm to Metrolink that the Electro Magnetic Compatibility levels emitted complies with BS EN 50121 and BS EN 61000-6-4 (emissions). Any non-compliance will require the developer to propose and install appropriate mitigation measures to ensure compliance. Mitigation must be undertaken at the developers cost and prior to the equipment coming into use.

Reason: In the interests of safeguarding Metrolink infrastructure pursuant to policies.

9) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered: 0883-RFM-XX-ZZ-DR-L-0001-S2 P06, 0883-RFM-XX-ZZ-DR-L-0002-S2 P06, as detailed in Section 3.8 of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021 and Dwg S21645-U 01 (Utility Survey) shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;

(d) Details of how surface water from the public realm would be managed within the public realm though Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(e) Location and design of all furniture including seating areas, lighting, bins, handrails, recycling bins, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(f)Lighting around and within the site (which includes for consideration of older and disabled people);

(g) A management and maintenance strategy for the public realm including hours during which these areas would be open to non residents, how access to these areas would be managed and who would be responsible for the day to day management and maintenance of these areas including ensuring ongoing maintainance of provision of access for disabled people; and

(h) Details of hours during which the terrace at level 14 will be open to residents and the mechanisms which would prevent use outside of those hours;
The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, to ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

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

*Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. This shall include consideration of integrating the drainage strategy with the green landscaping design. Assessment demonstrating maximised integration of green SuDS components is required in-line with Manchester City Council's Climate Change Action Plan 2020-25.

*Details of surface water attenuation that offers a reduction in surface water runoff rate to greenfield runoff rates;

*An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

*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;

*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. This shall include surcharged outfall considerations where applicable.

*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.

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

Where surface water is connected to the River Irwell, agreement in principle from Peel is required. An email of acceptance of proposed flows and/or new connection will suffice.

For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.

Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

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

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

12) No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

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

Reason: In accordance with NPPF policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

13) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

14) Prior to occupation of:

(a) The residential accommodation; and

(b)The ground floor commercial units

(c) The Pavilion

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

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

15) Notwithstanding the recommendation within the Noise Impact Assessment by Hepworth's Acoustics, Report No: P21-127-R01v4, dated November 2021 before any above ground works commence details of the following shall be submitted:

(a) a scheme for acoustically insulating and mechanically ventilating the residential accommodation against local road traffic network, any local commercial/industrial premises and noise and vibration from the tramline and the insulation requirements and specification for service risers /lift shafts; and

(b) following an assessment of the potential for overheating (AVO Assessment) any details of any additional noise mitigation measures to deal with equipment to mitigate overheating

The approved noise insulation scheme and vibration mitigation measures shall be completed before any of the dwelling units are occupied.

shall be submitted to and approved in writing by the City Council as local planning authority.

The following noise criteria will be required to be achieved:
Bedrooms (night time - 23.00 - 07.00) 30 dB LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

(c) Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in the residential accommodation (within at least 10% of the apartments) shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

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

16) Notwithstanding the recommendation within the Noise Impact Assessment by Hepworth's Acoustics, Report No: P21-127-R01v4, dated November 2021 before

(a) each of the ground floor commercial uses; or
(b) use of the Pavilion;

commences a scheme for acoustically insulating each unit to ensure that there is no unacceptable level of noise transfer from these units to the residential accommodation above shall be 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.

The approved noise insulation scheme shall be completed before any of the approved uses commence.

(c) Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

17) Before any use of each of (a) the ground floor commercial uses and (b) the Pavilion hereby approved commences details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

18) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within:

(a) each ground floor commercial unit; and (b) the Pavilion

shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance or documents which superseed this guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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

19) Notwithstanding the TV reception survey prepared by GTech Surveys Limited, Television and Radio Reception Impact Assessment
Ferrous 28-10-22 within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

20) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration

of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

i) the measures proposed to recruit local people including apprenticeships

ii) mechanisms for the implementation and delivery of the Local Benefit Proposal

iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

21) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

22) Prior to implementation of any proposed lighting scheme details of the scheme including a report to demonstrate that the proposed lighting levels would not have any adverse impact on the amenity of residents within this and adjacent developments shall be submitted to and agreed in writing by the City Council as local planning authority:

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

23) Prior to the first use of the development hereby approved, a detailed Residential Management Strategy including:

Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal), parking of maintenance vehicles, noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

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

24) The development hereby approved shall be carried out in accordance with the Travel Plan element of the Transport Assessment and Travel Plan, prepared by SK Transport Ref 211027/SK22133/TS01(-01) stamped as received on 11-11-22

In this condition a travel plan means a document that includes the following:

i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) and thereafter from time to time;
iii) mechanisms for the implementation of the measures to reduce dependency on the private car;
iv) measures for the delivery of specified travel plan services;
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;
vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Ancoats, New Isington and East Manchester;

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

25) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it including waste collections shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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

26) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site.Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

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

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

28) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

29) The development hereby approved shall include for full disabled access to be provided to all publically accessible areas of public realm during the hours that it is open to the general public and via the main entrances and to the floors above.

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

30) The window(s) at ground level, fronting onto Chapeltown Street and the areas of public realm around the building shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

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

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

32) Notwithstanding the details contained within condition 2 above prior to the first occupation of the residential element, a
scheme of highway works and footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

(a)Details of the 2 disabled spaces
(b)Location of additional car club bay
(c) Detailed designs in relation to the stopping up order under Section 247 of the TCP Act 1990 in relation to Fair Street (to including materials, layout, kerb heights;
(d)Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries; and
(f)Any amendments to the existing TRO associated with the above;

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

For the avoidance of doubt it has been agreed between MCC Highways and the applicant that the highways works set out able (a-f) will be undertaken by way of a S.184 rather than a S.278 agreement.

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

33) The development shall be carried out in accordance with the Crime Impact Statement Version VERSION B: 4th November 2021
REFERENCE: 2021/0505/CIS/01 and measures set out on P8 of Zerum's letter dated 18-01-22.

The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

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

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

35) In the event that any of the

(a) commercial units and (b) Pavilion

as indicated on drawing BDP-FRS-XX-00-DR-A-200211 P08 (stamped as received by the City Council on 11-11-21) are occupied as an restaurant (Class E) or Drinking Establishment (Sui Generis) use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

A Management Strategy for patrons and control of any external areas. For the avoidance of doubt this shall include:

*An Operating Schedule for the premises (prevention of crime and disorder, prevention of public nuisance, Management of smokers)

*Details of a Dispersal Procedure

* Mechanism for ensuring windows and doors remain closed after 9pm

* Details of management of storage of any external freestanding furniture

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

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

36) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

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

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

38) Prior to the first occupation of the residential element, the 68 cycle parking places proposed at ground floor and additional spaces within each apartment (as detailed within section 4.4 of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021); and the visitor parking and covered shelter shall be implemented in accordance with drawings BDP-FRS-XX-00-DR-A-200211 PO8, BDP-FRS-XX-01-DR-A-200211 P09 , BDP-FRS-XX-02-DR-A-200211 P09, BDP-FRS-XX-04-DR-A-200211 PO1, BDP-FRS-XX-12-DR-A-200211 P09, BDP-FRS-XX-13-DR-A-200211 P09, BDP-FRS-XX-14-DR-A-200211 P09 and 0833-RFM-XX-DR-L-00010-S2 PO6 stamped as received by the City Council, as Local Planning Authority, on the 14th December 2021 and thereafter retained and maintained in situ.

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

39) In relation to relation to site layout, water supplies for firefighting purposes and access for fire appliances,the development shall be implemented in accordance with the Fire Safety Measures set out in the Fire Statement - TCFS001.2 Project: Ferrous, Manchester
Subject: Fire Statement Date: 1 November 2021 by Fire Design Consultants and response within p3&4 of Zerum's letter dated 18-01-22 (subject to Buildings Regulations and other required safety sign off)

Reason

To ensure a satisfactory development pursuant to Policy DM1 of the Core Strategy and in accordance with the Fire safety and high-rise residential buildings Guidance August 2021.

40) Prior to the occupation of the development final details of the layout and appearance of the Pavilion structure as show in Dwgs BDP-FRS-XX-00-DR-A-200211 P08, BDP-FRS-XX-XX-DR-A-201102 PO2, BDP-FRS-XX-XX-DR-A-201101 PO2 and 0883-RFM-XX-ZZ-DR-L-0001-S2 P06 shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the approval is on the basis that the unit as shown within dwg is single storey unit and are fully accessible.

Reason: in order to ensure a satisfactory development pursuant to Core Strategy Policies DM1 and SP1.

41) Before development commences final details of the wind mitigation to the rooftop terrace as shown in dwg BDP-FRS-XX-14-DR-A-200211 P10 and confirmation from a suitably qualified Wind Consulatant that this would be adequate shall be submitted to and approved in writing. The approved scheme shall be implemented prior to any use of the terrace commencing and and thereafter retained and maintained in situ.

Reason - In the interest of creating a suitable and safe environment for residents and in the interests of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

42) The development hereby approved shall be carried out in accordance with the targets within the ENVIRONMENTAL STANDARDS
STATEMENT DECEMBER 2021 REF: 2021.259 by Element Sustainability and a post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

43) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan

approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present , no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

44) Waste Storage and Management shall be implemented in accordance with the following:

Waste Storage and Management (Residential and Commercial) as set out in Section 4.3 of of the BDP Ferrous Design and Access Statement FRS-BDP-XX-XX-RP-A-000022 Revision P02 30 November 2021 and Zerum e-mail dated 02-03-22;

The above approved scheme shall be implemented prior to the first occupation of each of: (a) the residential element; (b) the ground floor commercial units and (c) the Pavilion and shall remain in situ whilst the development is in operation.

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

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: 132214/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.

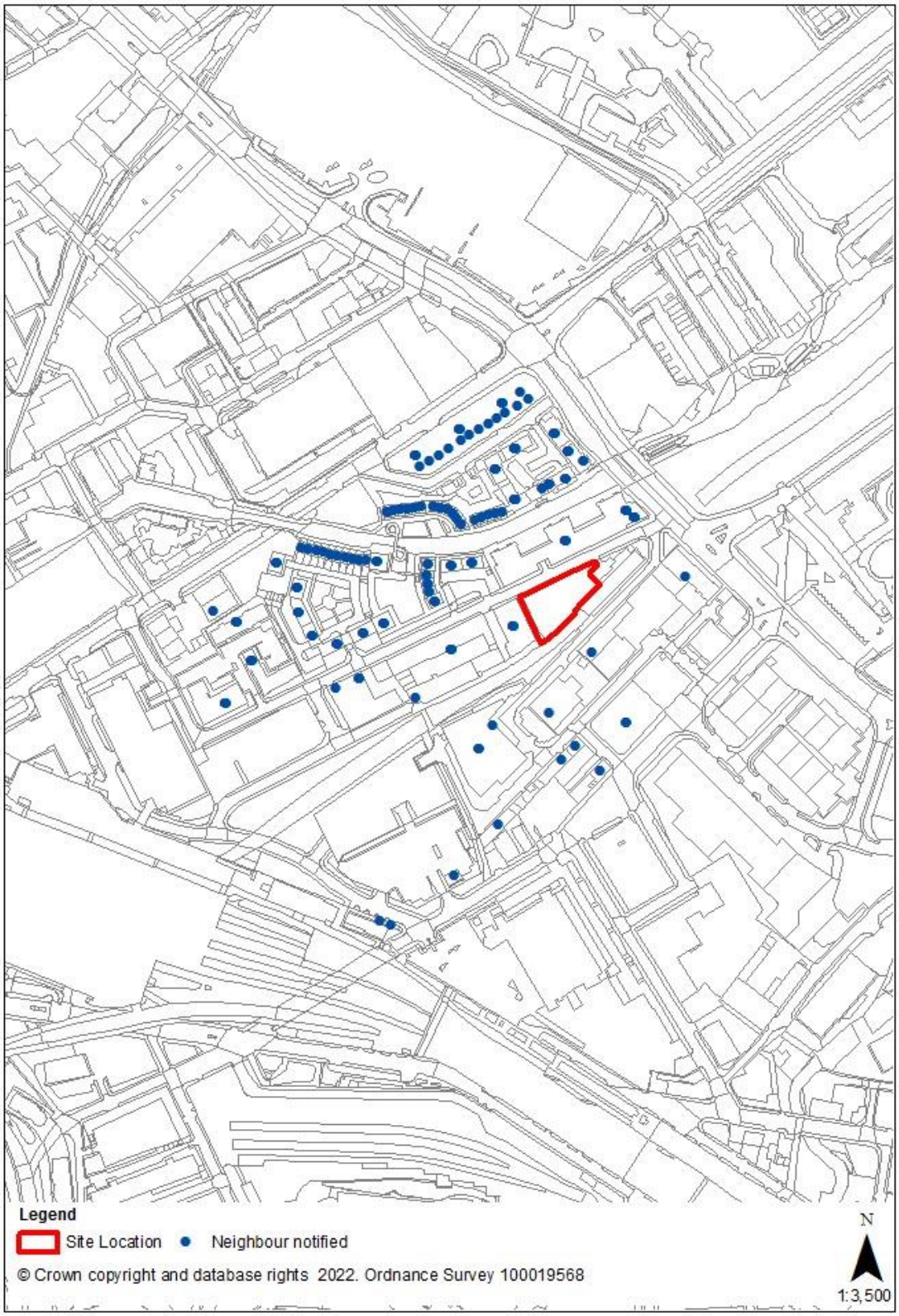
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
High Speed Two (HS2) Limited
Environmental Health
Corporate Property
MCC Flood Risk Management
Oliver West (Sustainable Travel)
City Centre Renegeration
Greater Manchester Police
Transport For Greater Manchester
Metrolink
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Greater Manchester Pedestrians Society
Environment Agency

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

Representations were received from the following third parties:

Relevant Contact Officer : Angela Leckie
Telephone number : 0161 234 4651
Email : angela.leckie@manchester.gov.uk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