

Application Number	Date of Appln	Committee Date	Ward
132416/FO/2021	13 Dec 2021	17 Mar 2022	Cheetham Ward

Proposal Erection of two buildings part 27, 20, 17 storeys and part 11 and 10 storeys to form a mixed use development comprising of 461 residential apartments (Use Class C3a) and ground floor commercial uses (Use Class E) (718 sqm) together with public realm including courtyard pocket park, landscaping, car parking and other associated works

Location Land Bounded by The Travelodge And Surface Level Carparking To The North, Further Surface Level Carparking To The East, Manchester College To The South And Bury New Road To The West, Manchester

Applicant Latimer Development Ltd, C/o Agent

Agent Ms Frances Hampson, Deloitte LLP, C/o WeWork At Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal would create 461 homes, of which up to 60% would be affordable (shared ownership and affordable rent), and 718 sqm of commercial space in two buildings ranging in height from 27, 20, 17 storeys and 11 and 10 storeys. There would be public realm and parking for disabled residents only.

One neutral comment has 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 would deliver significant economic, social and environmental benefits. This is a previously developed brownfield site used for parking, located in a highly sustainable location close to public transport and walking and cycling routes. It accords with former Boddingtons Brewery and Great Ducie Street SRFs. The homes would be available for affordable rent, shared ownership and market sale, would help to reduce carbon and improve surface water drainage and biodiversity.

Economic The proposal would deliver 461 homes. New homes to meet the growing population is a key economic driver and is vital to a successful and thriving economy. There would be a significant contribution to highway, pedestrian and cycle improvements at the site. 1,800 construction jobs would be created over the 3 year construction programme. This would create £40 million in GVA in the Great Manchester economy and a further £66 million elsewhere within the supply chain. Jobs would be created in the commercial space and management of the development once complete. 461 new homes would provide Council Tax revenue of £663,338 per annum.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Public realm with linkages and green spaces would benefit residents and visitors. 60% on site affordable housing would be achieved through a combination of developer subsidy and grant funding from Homes England.

Environmental This would be a low carbon development in a highly sustainable location. The development would be car free with the exception of 5 spaces for disabled people which would be fitted with electric vehicle charging points. The travel plan would encourage residents to walk, cycle and use public transport. The public realm, green spaces and linkages would create an attractive place. The trees and planting would improve biodiversity and create wildlife habitats. Surface water risks would be managed through green and blue infrastructure such as rain gardens which would attenuate the water at source. The site is contaminated but the conditions are not unusual and do not present a risk to human health or the environment on the basis of an appropriate remediation strategy.

The height, scale and appearance of the development would contribute positively to the area and the development would be safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

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

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

A full report is attached below for Members consideration.

Description

This 0.5 hectare site is used for temporary parking and is bounded by a Travelodge, surface parking, Manchester College (which is nearing completion) and Bury New Road. It was the site of Boddingtons Brewery. It is in the Boddingtons Strategic Regeneration Framework and Great Ducie Street Strategic Regeneration Framework (SRF) areas which support high density development as the city centre expands.

The area is generally characterised by warehouse buildings and HMP Manchester is located appropriately 250 metres to the north on Southhall Street. The commercial core of the city centre and the AO Arena is to the south and the boundary with Salford City Council, and Greengate is to the west where significant housing schemes have been developed.

Planning permission was granted in 2018 for 556 apartments and 3,490 sqm of commercial at 'Old Brewery Gardens' on the eastern portion of the Brewery site, in

buildings ranging from 26 to 12 storeys. The area is highly sustainable. Victoria Train and Tram station is nearby with bus services and cycle routes on Great Ducie Street.

The site is in the Air Quality Management Area (AQMA) and is located in flood zone 2, where there is a risk from flooding due to the proximity to the River Irwell. The site is also in a critical drainage area.

The site is not located in a Conservation Area and there are no listed buildings at the site. The Cathedral conservation area is 180 metre to the south. There are listed buildings nearby including: Former Synagogue (Grade II), Gatehouse of HMP Manchester (Grade II), main prison block of HMP Manchester (Grade II), Manchester parcel post office (Grade II), North Bridge (Grade II), Middle Bridge (Grade II), Victoria Station including concourse to rear with restaurant and booking hall (Grade II) and Stephenson Bridge (Grade II).

The Proposal

The proposal is for 461 new homes with 146 one bed, 2 person, 179 two bed, 3 persons, 120 two bed, 4 person and 16 three bed, 5 person apartments. Three ground floor commercial units would provide 750 sqm of floorspace. A publicly accessible courtyard would be created and a podium terrace for residents.

There would be 5% affordable housing initially with an additional 55% to be secured through grant funding available to the Registered Provider (RP) 'Clarion Housing', an arms length company associated with the applicant. 60% affordable housing would therefore be provided. This is considered in further detail within the report.

The homes would be in two blocks, with Block A at 10 to 11 storeys and Block B 17 to 27 storeys which would wrap around the courtyard space. There would be a pedestrian link through to the public realm from Great Ducie Street to Old Brewery Gardens. Commercial spaces would provide activation and natural surveillance on Great Ducie Street and at the south east and south west corners.

The elevations would be in masonry and metal work with red brick used throughout the scheme but with different mortar colours to express differences in the elevations, and commercial uses from the residential.

There would be 100% cycle provision for residents with 14 for visitors and 12 for the commercial units. 5 parking spaces would be provided for disabled people

A loading bay and residents drop off area and a for deliveries would be created on a the private road between the site and the College. A dedicated waste store would be provided at each building core and waste would be moved to the loading bay on collection day. The commercial uses would store waste internally and use the loading bay for collections.

Subject to planning permission, the applicant intends to commence development at the site in July 2022 with an anticipated completion date of August 2025.

The planning submission

This application is supported by the following information:

- Planning and Tall Buildings Statement;
- Landscape Plans;
- Statement of Consultation;
- Design and Access Statement;
- Affordable Housing Statement;
- Archaeology Assessment;
- Broadband Connectivity Assessment;
- Crime Impact Statement;
- Ecological Appraisal;
- Energy Statement and Environmental Standards Statement;
- Fire Strategy Report;
- Flood Risk and Drainage Strategy;
- Ground Conditions Phase 1 and Phase 2 reports;
- Heritage Statement;
- Local Benefits Proposal;
- Noise Report;
- Residential Management Strategy;
- Waste Management and Servicing Strategy;
- Transport Assessment and Travel Plan;
- TV Reception Survey;
- Operational Management Strategy;
- Ventilation Strategy; and
- Viability Assessment.

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

- Construction Management;
- Air Quality;
- Ground Conditions;
- Daylight and Sunlight;
- Townscape and Visual Impact;
- Wind Microclimate;
- Climate Change;
- Human Health;
- Summary of Residual Impacts; and
- Type 1 Cumulative Assessments.

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

Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings and the Conservation Area

together with being an EIA development. Site notices were displayed. Notification letters have been sent to an extensive area, local residents and businesses. The comments received can be summarised below.

Local residents/public opinion/local businesses

One comment has been received which neither supports or objects to the proposal and suggests that balconies should be included for the apartments as it would improve the living amenity for residents, provides outdoor space to enjoy the summer and acts as natural surveillance on the street below. More developments in Manchester should include balconies which is a policy objective in London.

Highway Services advise that the proposal would be traffic-free. The loss of parking spaces would likely result in a net reduction in the number of vehicle movements accessing the site and so the overall impact of development trips on local highway operation is minimal. The provision of disabled parking and cycle parking is acceptable as are the servicing arrangements. A travel plan is required to encourage sustainable travel options. A construction management plan is required. There would also be a requirement to provide a car club bay, make improvements to footways, rationalise street signage and furniture and review Traffic Regulation Orders.

Environmental Health details of fume extraction and opening hours of the commercial units should be agreed and acoustic attenuation to prevent noise transfer to residential accommodation. Deliveries should be restricted to 07:30 to 20:00, Monday to Saturday. Sunday/Bank Holiday 10:00 to 18:00. A lighting scheme shall also be agreed and details of plant. Details in respect of noise and overheating require agreement for the residential accommodation. The waste management arrangements for the residential accommodation is acceptable. The commercial details should be agreed once the end users are known. The air quality assessment is acceptable subject to the required number of electric car charging points, appropriate dust control measures during construction and agreement of the filter strategy for the vent system. Further details are required about ground conditions to ensure suitable remediation proposal as put in place.

Works and Skills Team recommend a condition requiring a local labour scheme.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with management regime and verification report. Evidence of on site investigations are required to demonstrate whether a suspected culvert has been found.

Environment Agency (EA) have no objections and the ground condition report demonstrates that there does not appear to be any significant sources of contamination which would pose an adverse risk to controlled waters. Confirmation should be provided that any wells/boreholes have been suitably decommissioned and this should be demonstrated through a planning condition. The site is in Flood Zone 2, defined as being at risk of flooding and the Flood Risk Standing Advice (FRSA) should be consulted but is considered to meet the criteria. The sequential test should be applied to determine if there are any alternative sites.

Historic England there is no requirement for consultation in this instance.

Greater Manchester Ecology Unit (GMEU) have no objections on nature conservation grounds. The site is of limited nature conservation value. Green infrastructure is proposed including tree and shrub planting which would enhance the ecology and aesthetic value of the site and lead to biodiversity net gain. There is some vegetation on the site which could support nesting birds and no clearance should take place in bird nesting season unless shown to be absent.

Greater Manchester Archaeology Advisory Service (GMAS) intensive developed in the 19th Century would have removed earlier remains of archaeological interest. The foundations of former industrial buildings could survive, particularly the calico printing works that occupied the north eastern part of the area, and domestic and commercial properties along the south western side. Further archaeological investigation is required, and a written scheme of investigation has already been agreed which should be implemented as part of any approval.

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

Health and Safety Executive (Planning Gateway One) are content with the proposals.

Aerodrome Safeguarding no objections subject to an informative about crane erection.

Policy

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

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

The relevant policies within the Core Strategy are as follows:

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

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

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. A travel plan is provided with 461 cycle spaces for residents and 26 in the public realm for visitors. There would be 5 parking spaces for disabled people and 187 would be removed. The landscaping includes street trees and planting.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of the area in a strategic regeneration area. The buildings would be high quality and complement existing and recent developments.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal - The proposal would provide homes close to all forms of sustainable transport and the commercial uses would complement and enhance the area.

Policy CC9 Design and Heritage – The proposal is a high quality development.

Policy CC10 A Place for Everyone – The proposal would complement the regeneration of the Boddingtons site and introduce homes to this part of the city centre. It would be fully accessible with car parking for disabled people.

Policy T1 ‘Sustainable Transport’ – A range of public transport modes are nearby, including Victoria rail and tram station.

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

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The accommodation includes 1, 2 and 3 bed homes which would be particularly attractive to families. High quality amenity spaces would be provided for residents with extensive public realm including new links to the Brewery Gardens site. The waste management arrangements include on site recycling.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in the Boddingtons and Great Ducie Street SRFs. It would provide good quality homes in a highly sustainable part of the city. The fabric would be efficient with sustainable features and sustainable drainage.

Policy H3 ‘North Manchester’ – The proposal proposes high density housing in part of North Manchester that fall within the Regional Centre. There would be 1, 2 and 3

bedroom homes which would be attractive to families and meet the spirit of the policy which seeks meet demand for larger homes in North Manchester.

Policy H8 'Affordable Housing' – A viability assessment demonstrates that the development can support on-site affordable housing of 5% or 23 homes. The applicant is working with a Registered Provider who would access grant funding from Homes England to increase the level of affordable housing to 60%. Further details on this and the tenure of the affordable housing is provided in this report.

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

Policy EN2 Tall Buildings This high quality development would have a positive impact on views into the City and the regeneration of the area. The impact on the Cathedral conservation area and listed buildings has been considered in detail.

Policy EN3 'Heritage' - The harm caused to the historic environment would be outweighed by the public benefits as set out in the report.

EN4 'Reducing CO₂ emissions by enabling low and zero carbon development' – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

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

Policy EN6 'Target framework for CO₂ reductions from low or zero carbon energy supplies' - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low. On site renewable energy would be provided.

Policy EN9 'Green Infrastructure' – The site is of low ecological and biodiversity value. The development would provide street tree planting and landscaping. Green infrastructure in the public realm would improve biodiversity.

Policy EN14 'Flood Risk'- The site is in flood zone 2. A Flood Risk Assessment provides mitigation measures to minimise the impact of flood risk and ensure that the development would not exacerbate flood risk elsewhere. A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the trees and planting represent a significant biodiversity enhancement. No clearance of the limited vegetation should take place during bird nesting season unless birds are shown to be absence.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of activities during construction. The proposal would remove 187 car

parking spaces. Other measures to minimise the impact of the operations of the development include on site travel plan and 461 cycle spaces.

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

Policy EN18, 'Contaminated Land' – Remediation is required before the site can be developed but ground conditions are not complex. Conditions can be used to protect ground water and ensure the site is remediated.

EN19 'Waste' – The waste management strategy includes recycling within homes.

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

DM2 'Aerodrome safeguarding' there are no impacts on aerodrome safeguarding as a consequence of this development. An informative shall be erected in respect of crane assembly.

PA1 'Developer Contributions' states that where needs arise the Council will seek to secure planning obligations. An initial affordable housing contribution of 5% on site affordable housing would be secured and a strategy to review this at a later stage including any potential uplift in on site provision from grant funding. For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

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

Saved policy DC18 'Conservation Areas' The proposal would have minimal impact on the setting of the nearby conservation area. This is considered in detail in report.

Saved policy DC19 'Listed Buildings' - The proposal would have minimal impact on the setting of nearby listed buildings. This is considered in detail in report.

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

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

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

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

Other material policy considerations

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and

landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

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

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

Manchester Residential Quality Guidance (2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

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

Manchester Strategy (January 2016)

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

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

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

The SRF has established a vision and set of development principles for the area:

- Uses: Create opportunities to deliver a range of complementary uses that will combine to create a distinctive neighbourhood, with a clear sense of place, which will provide life and vitality during the working day and at evenings and weekends;
- Density, Massing and Scale: the scale and massing of building form within the FBB - SRF should respond to existing buildings in surrounding areas, to the indicative proposals contained within the GDS - SRF and to the Old Brewery Gardens scheme;
- Place Making and Public Realm: An appropriate landscaping scheme that creates a positive and welcoming character should be included as part of any development. This should be linked to a legible public realm strategy to create spaces that can be used by learners, residents and visitors to the area.
- Connections: Re-establishing connections through the area is important. Strong connections are crucial for creating a neighbourhood which is attractive to occupants and the consideration of connections should extend to reviewing routes into the City Centre via the existing public highway system.

This SRF goes on to state that the provision of residential units as part of the scheme would contribute towards meeting the required housing needs in the Manchester Core Strategy and support the future growth of the City. It will introduce a critical mass of people in the Strangeways area, which is predominately commercial in nature. This will help support commercial elements brought forward as part of the Study Area as well as existing and future businesses in the wider Strangeways area. Additionally, this will encourage more active uses into the evening which will improve security in the area through increased surveillance.

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

The Great Ducie Street SRF wraps around the former Boddingtons Brewery SRF. The focus of this SRF is on the surrounding area but underpins the same principles regarding the regeneration of the area into a new, mixed use neighbourhood. The SRF advocates the opportunity to facilitate greater synergies between existing businesses in the framework area and emerging development. The vision is to develop a strong sense of place and community, which reflects the principles of the Boddingtons SRF, to deliver residential accommodation balanced by non-residential uses. The vision also sets out that development should significantly increase the density within this area to something that is commensurate to the scale of development within the city centre.

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 'Delivering a sufficient supply of new homes' states that a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (para 60).

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site in a key regeneration area for 461 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. Viability has been tested and in order to deliver a viable and deliverable scheme to the quality proposed, the scheme could support a 5% affordable housing contribution. It is anticipated that this would increase in the region of 60% through grant funding available to the RP working with the applicant. This is considered in further detail within the report.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 92).

The proposal would be safe and secure. Cycle parking is provided along with disabled car parking only. New public realm and green infrastructure would be provided. 192 car parking spaces would be removed from the site reducing the number of trips on the highway network and on local air quality conditions.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public

transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

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

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; 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; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure

and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would re-use a brownfield site currently used for temporary surface car parking. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The 461 homes and commercial spaces would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use of public transport, walking and cycle routes to the site.

This would be a car free development, with the exception of disabled parking, reducing car journeys from the site.

Section 12 ‘Achieving Well Designed Places’ 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process’ (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; 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); 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; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and 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 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: 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 outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be high quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

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

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

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. There would be a removal of 192 car parking spaces at the site together with a travel plan and access to public transport encouraging alternative travel choices.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable

communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

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

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

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

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

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

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

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 legislative requirements

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

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

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

- Construction Management;
- Air Quality;
- Ground Conditions;
- Daylight and Sunlight;
- Townscape and Visual Impact;
- Wind Microclimate;
- Climate Change;
- Human Health;
- Summary of Residual Impacts; and
- Type 1 Cumulative Assessments.

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

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

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

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

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

Conservation Area Declaration – Cathedral Conservation Area

The Cathedral area has been the ecclesiastical and scholastic centre of Manchester since the earliest times. Today, the Cathedral and Chetham's Hospital school form the focal point of a wider area notable for the diversity of activities carried on within its bounds.

To the south and east the two buildings, and the confined solemnity of the Cathedral Yard, are effectively separated from the rest of the city centre by a partial ring of Victorian Commercial buildings, including the impressive Corn and Produce Exchange. These all cluster around the medieval street pattern and bounded on the

outside by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach.

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

The area was designated as a Conservation Area in April 1972 in order to preserve and enhance the quality of the setting of the Cathedral and Chetham's Hospital School.

Issues

Principle of the redevelopment of the site and contribution to regeneration

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

Manchester is the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing and the proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining continued growth.

There is long standing aspiration to develop the site and provide homes in a highly sustainable well-connected location and would bring new footfall into the area. The proposal would provide public realm and linkages to the Old Brewery Gardens site. The public realm would include recreational space with seating and hard and soft landscaping.

The 461 homes would be in two blocks of 27, 20, 17 storeys and part 11 and 10 storeys respectively. The one, two and three bedroom homes would be space standard compliant and suitable for and attractive to families. 5% of the homes would be affordable and the applicant is working with a Registered Provider to provide an additional 55% affordable homes. This is considered below.

The ground floor commercial space would be suitable for retail and food and drink. This would include seating areas in the public realm. Active frontages to Great Ducie Street and the courtyard would bring footfall and improve natural surveillance.

The development would deliver significant economic and social benefits. The proposal would be of the highest standard of design and offer the most up to date energy efficiency to provide low carbon scheme.

The development would take 3 years to complete and create 1800 full time equivalent jobs over this period on site and in the supply chain. This would create an

estimated £40million for the Greater Manchester economy and £66 million in supply chains. 43 jobs are expected to be created when the development becomes operational. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal. Council tax revenue is estimated to be £663,338 per annum.

The development would be consistent with the regeneration frameworks for the area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

Policy H8 establishes that development should contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

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

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

The application proposes 461 homes. The delivery of homes and the regeneration of the former Boddingtons site is a key priority for the Council. The proposal would develop a contaminated, brownfield site used as a temporary car park. The site makes little contribution to the local area.

The site would be developed with a high quality building and associated public realm. The homes would comply with the Residential Quality guide. Active frontages would enliven the area and public realm would include hard and soft landscaping and enhanced linkages connecting adjacent sites. All these matters have an impact on the scheme's overall viability.

A viability report has been made publicly available through the Council's public access system. It has been independently assessed and has concluded that it could support on site affordable housing of 23 homes or 5%. 15 of these new homes would be available for affordable rent and 8 would be available for shared ownership.

A benchmark land value of £ 1,365,000 million is within the expected range based on comparable evidence. The Gross Development Value would be £ 136,950,00 and the total costs 110,350,000 which would give a profit of 17.5% on GDV.

The initial contribution would be secured as part of a legal agreement.

The applicant is also working with a Registered Provider, Clarion Housing Group, who is able to access grant funding from Homes England. This would enable a further 55% affordable homes (or 254 homes) to be included at this site. This would provide a total of 60% on site affordable housing. Any improved position would be agreed via an Affordable Housing Statement with the City Council.

Climate change, sustainability and energy efficiency

The would be a low carbon scheme in a highly sustainable location. The construction process incorporates sustainability principles to minimise and recycle waste, ensure efficiency in vehicle movements and source and use of materials.

There would be a net loss of 187 car parking spaces which would remove the majority of the vehicle trips associated with the temporary car park. The development would be car free with the exception of 5 spaces for disabled people and a loading bay. 461 cycle spaces would be provided with visitor spaces within the public realm. Pedestrian linkages would encourage walking and cycling. A travel plan would encourage residents to use public transport and minimise vehicle trips.

The building fabric would be highly efficient. An all-electric approach would be adopted using air source heat pumps and a fabric first approach. The fabric includes efficient mechanical and electrical systems with controls to reduce emissions and low energy lighting and efficient hot water storage. There would also be a 36kWp solar PV array to the roof (175 sqm).

The development would achieve a carbon reduction of 39.779% under Part L 2013. This would exceed the requirements of policy EN6 of the Core Strategy. A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

Green infrastructure includes landscaping, trees, street trees and wildlife habitats to improve biodiversity. This would contribute to mitigating air quality conditions and surface water run off rates.

Townscape and visual impact Assessment

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

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

Landscape and Visual Impact Assessment (3rd Edition) 2013. The magnitude of the impacts (both beneficial and adverse) are identified in the assessment as very large, large, moderate, slight or neutral.

10 key viewpoints, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

Viewpoint 1: View west from Victoria Place, Cheetham Hill Road

Viewpoint 2: View north from junction of Fennel Street and Corporation Street

Viewpoint 3: View north from Victoria Street at Cathedral Yard

Viewpoint 4: View east from A6042 Ring Road

Viewpoint 5: View east from footbridge over River Irwell linking east Phillip Street and Cotteham Lane

Viewpoint 6: View east from A5066 Broughton Bridge over River Irwell

Viewpoint 7: View south east from A56 Great Ducie Street/Bury New Road

Viewpoint 8: View west from Bromley Street

Viewpoint 9: View south west from Bignor Street Park

Viewpoint 10: View south east from Albert Park

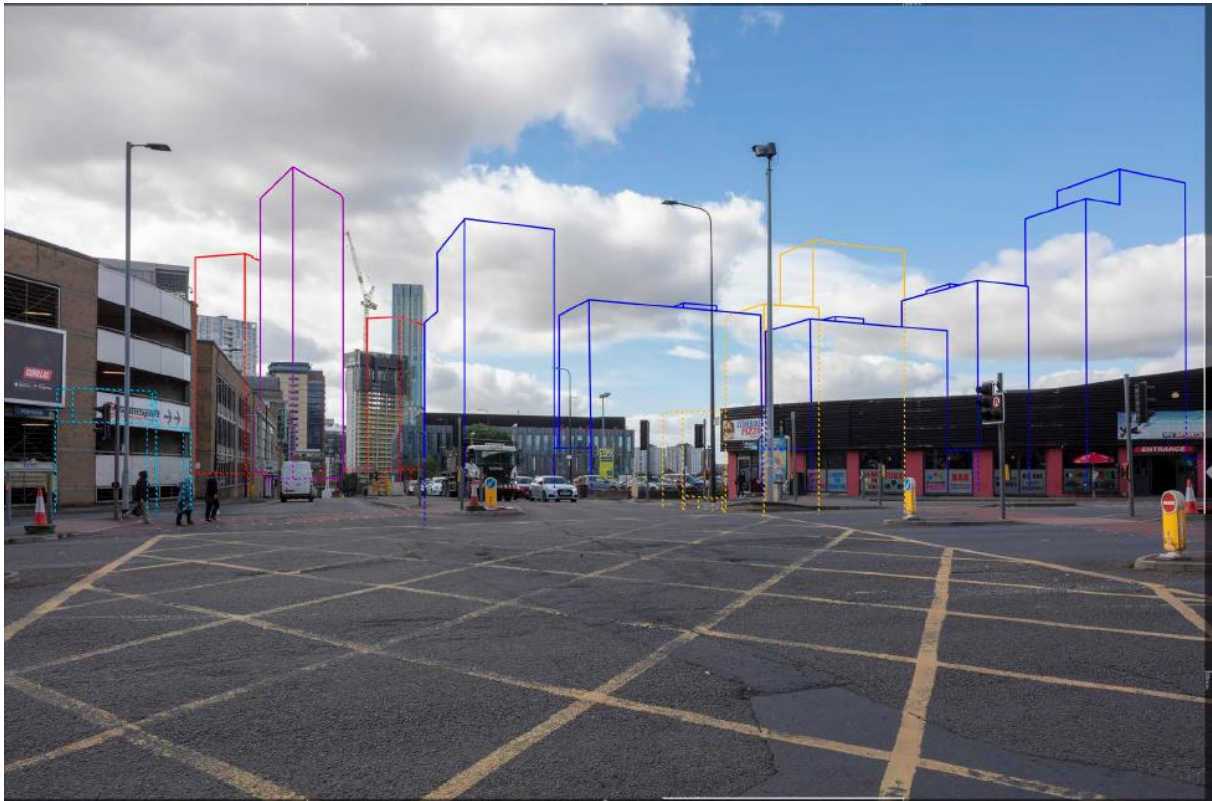
The effect of the development on the above views can be summarised as follows.

View one is on the junction of Cheetham Hill Road and the Ring Road. The junction is busy and accommodates a large volume of traffic. It contains different building types, sizes and uses comprising the Manchester Arena car park, modern residential buildings, Manchester College and older former warehouse buildings associated with Strangeways. The wide nature of the junction shows its cluttered nature which is dominated by highway infrastructure. The quality of the townscape and overall visual quality is considered to be poor.



Viewpoint 1: View west from Victoria Place, Cheetham Hill Road (existing)

The development would only be partially visible above the College building and the proposed Old Brewery Gardens development. It would form part of a cluster of buildings and contribute positively to an enhanced townscape from the new developments. The masonry elevations would respond to the older heritage buildings in the area and offer a high level of architecture. The development would have a positive impact on the townscape and visual amenity.



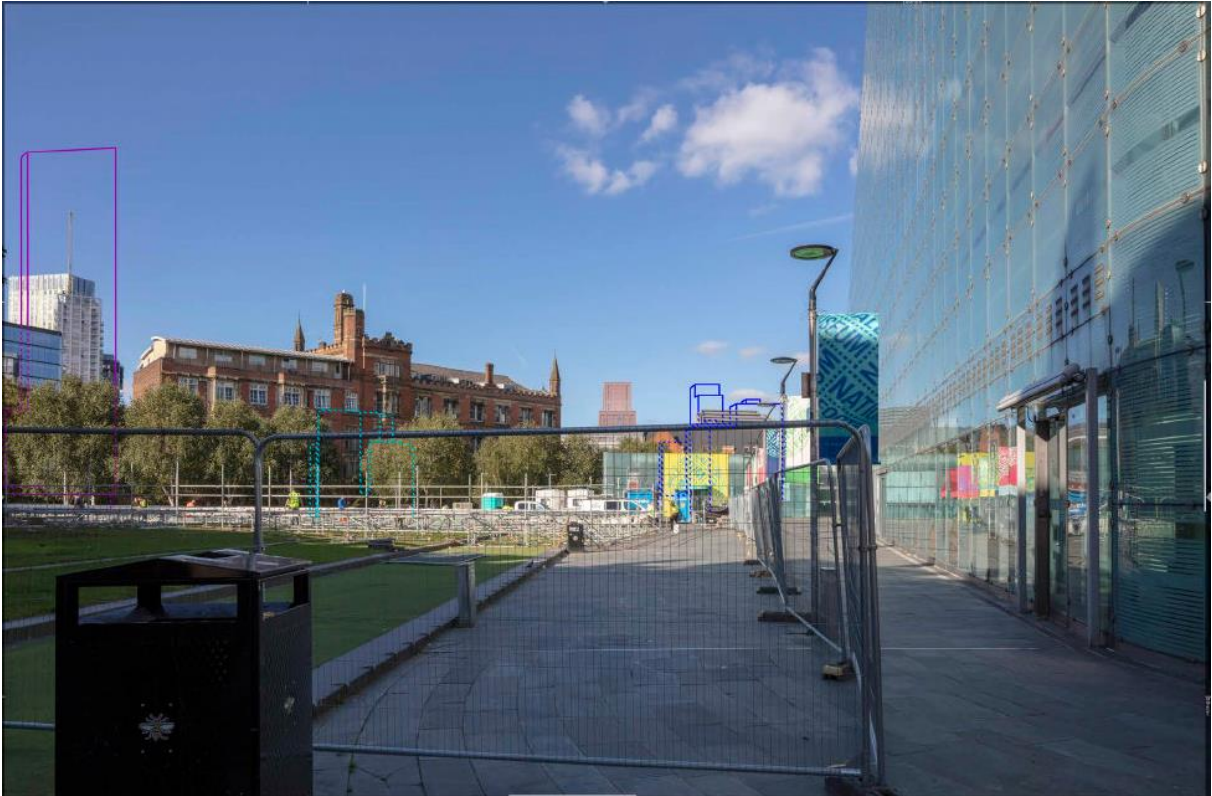
Viewpoint 1: View west from Victoria Place, Cheetham Hill Road (proposed (cumulative) Proposed development in Yellow

View two is in the Cathedral conservation area at the junction of Fennel Street and Corporation Street within an area of public realm. The modern building associated with the National Football Museum contrast with the heritage buildings of Chetham School of Music. The public realm provides an openness and has a tranquil nature.



Viewpoint 2: View north from junction of Fennel Street and Corporation Street (existing)

The proposal would be partially visible above existing built form and would be viewed alongside the Chethams School of Music. The brick elevations ensure that it complements the older buildings in the view and the high quality architecture adds positively to the townscape.



Viewpoint 2: View north from junction of Fennel Street and Corporation Street (proposed (cumulative))

View three is along Victoria Street close to the entrance with Manchester Cathedral and in the Cathedral conservation area. The Embankment towers dominate with distant views of the Arena. The top of HMP Manchester tower is just visible. Public realm provides a degree of openness and adds quality to this urban townscape. The view has highly sensitive features which contribute positively to its overall quality.



Viewpoint 3: View north from Victoria Street at Cathedral Yard (existing)

The proposal would not be fully appreciated in this view with the lower levels of the building obscured. Its masonry elevations would complement the heritage assets. The listed tower of the prison would be obscured but this is not considered to be a highly sensitive view of it. The development would contribute positively to the townscape and would not result in any perceptible impact on the conservation area and openness of this view.



***Viewpoint 3: View north from Victoria Street at Cathedral Yard (proposed (cumulative)
Proposed development in yellow***

View four is facing Trinity Way on the overbridge of the River Irwell. Views are channelled along the road although there are oblique views of the Irwell and the vegetation in the river valley. The Travelodge and Manchester College are partially visible. Given the dominance of the highway and the associated infrastructure, the view has a low contribution to the townscape.



Viewpoint 4: View east from A6042 Ring Road (existing)

The proposal would not be fully appreciated in this view, with the lower part obscured by vegetation. The taller elements would be highly visible where the high quality architecture, masonry elevations and deep window reveals would be fully appreciated. The height of the building provides a transition in heights towards the taller city centre developments, particularly when seen in the emerging context with Old Brewery Gardens and other developments. The proposal would contribute positively to the city sky line adding much needed built form and coherence.



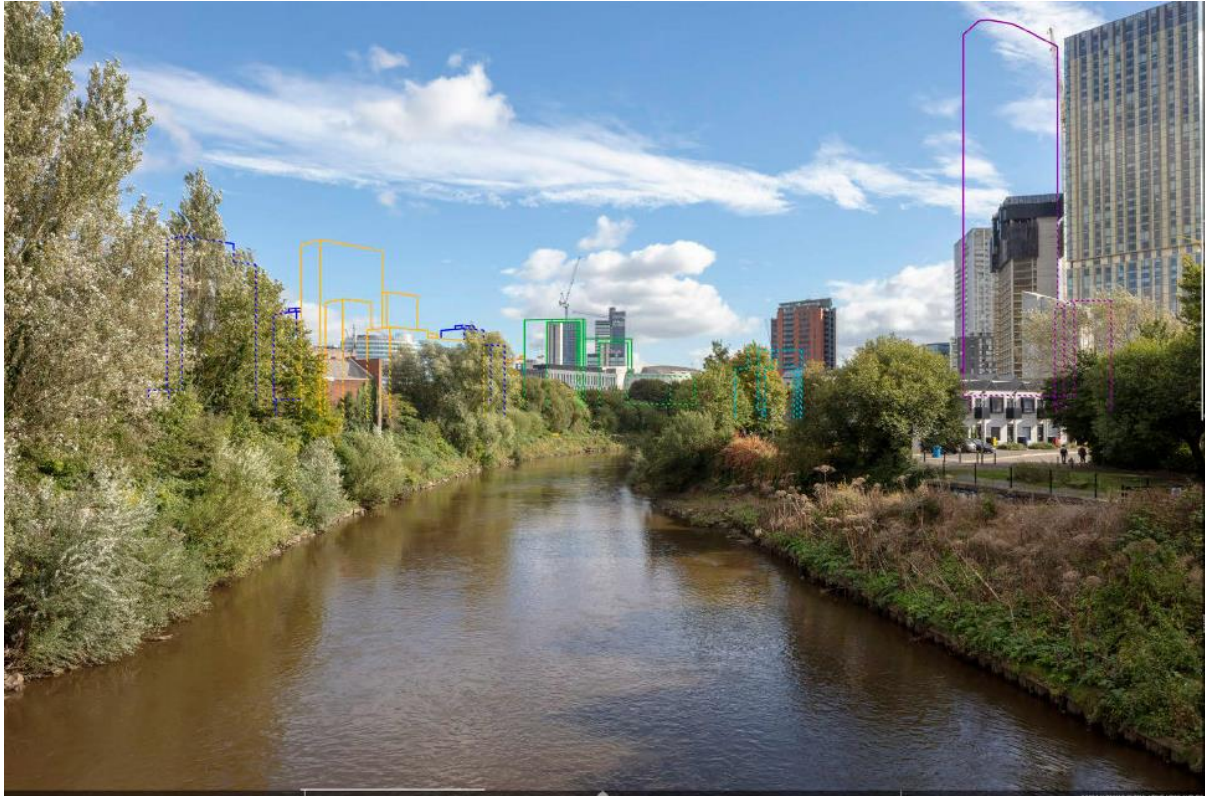
Viewpoint 4: View east from A6042 Ring Road (proposed (cumulative))

View five is west of the site on the footbridge that crosses the River Irwell and connects the residential and commercial areas of East Phillip Street with the industrial area of Cotterham Lane. Views are channelled along the river which is dominated by vegetation. Taller buildings can be seen above the trees. The Travelodge and Manchester College are partially visible amongst the vegetation. The view is relatively open and is not a highly quality view from which to appreciate the city townscape.



Viewpoint 5: View east from footbridge over River Irwell linking east Phillip Street and Cotteham Lane (existing)

The proposal would be partially obscured by dense vegetation. Its upper levels would be visible with a variation in building heights evident together with the robust masonry and high quality architecture. There would be limited change to the view but the proposal represents a positive addition to the city skyline, particularly when seen in the emerging context with Old Brewery Gardens which adopts similar elevational treatment.



Viewpoint 5: View east from footbridge over River Irwell linking east Phillip Street and Cotteham Lane (proposed (cumulative) proposed development in yellow

View six is west of the site on the bridge over the river Irwell that carries traffic. It is dominated by the river corridor and provides views towards the city centre. Vegetation dominates the view together with built form associated with Greyfriar Court. Taller buildings in the city centre are visible.



Viewpoint 6: View east from A5066 Broughton Bridge over River Irwell (existing)

The proposal would be seen in a cluster of proposed buildings, including Old Brewery Gardens, which would provide a positive contribution to the skyline. The massing and elevations of its upper sections would be evident adding quality architecture.



Viewpoint 6: View east from A5066 Broughton Bridge over River Irwell (proposed (cumulative) proposed development in yellow

View seven is along Great Ducie Street and dominated by the highways and infrastructure. The Travelodge is the dominant building with the shop signage associated with the low rise building. HMP Manchester is visible but is not representative of the more sensitive elements of this heritage asset. The character of the view is poor due to the visual cluster and quality of the some of the built form.



Viewpoint 7: View south east from A56 Great Ducie Street/Bury New Road (existing)

The proposal would be a highly prominent feature. Although its lower levels would largely be obscured by the Travelodge, the change in height and massing of the upper levels would clearly be evident and adds to the quality of the city centre skyline. Emerging development such as Old Brewery Gardens, highlights the positive effect of the regeneration of the Boddingtons site on the city centre and its skyline. The views along this section of carriageway would be improved due to the high quality nature of the architecture and improvements to public realm.



Viewpoint 7: View south east from A56 Great Ducie Street/Bury New Road (proposed cumulative)

View eight is along Bromely Street with the foreground characterised by fencing and visual clutter associated with the surface level parking. It is not a high quality view of the city centre skyline due to the poor quality nature of the vacant land. However, the changing nature of the city centre skyline is evident with tall building and cranes.



Viewpoint 8: View west from Bromley Street (existing)

There would be no view of the proposal due to the emerging context. Tall building at Victoria North would obscure long range views. A cluster of new and emerging developments would be seen from this vantage point.



Viewpoint 8: View west from Bromley Street (proposed (cumulative))

View nine is in Bignor Street Park with the foreground dominated by the park which is lined by mature trees. HMP Manchester tower is visible and in the background are the taller buildings in the city centre.



Viewpoint 9: View south west from Bignor Street Park (existing)

The proposal would not be highly visible being screened by vegetation and existing or proposed built form. A small proportion of its upper levels are evident and would form part of the cluster of tall buildings. This would contribute positively to the emerging city centre skyline.



***Viewpoint 9:View south west from Bignor Street Park (proposed (cumulative))
proposed development in yellow***

View ten is in Albert Park which dominates the view along with mature trees. Taller buildings of the city centre are just evident with the Anaconda Cut Residencies form the tallest element in the view. The view does not present a sensitive vantage point from which to view the city centre skyline.



Viewpoint 10: View south east from Albert Park (existing)

The proposal would be largely obscured, set within a cluster of existing and proposed buildings. The top would just be visible and would not impact on the park or the townscape setting.



Viewpoint 10: View south east from Albert Park (proposed (cumulative) proposed development in yellow

The development would form a large and significant development in the Boddingtons SRF and contribute positively to its regeneration. The removal of a low quality surface level car park would have an overall beneficial impact.

The impact of the height would not be unduly harmful on visual amenity or the city scape. In all instances, the proposal have a positive impact on the skyline, including its cumulative impact with Manchester College and the proposed Old Brewery Gardens. The high quality architecture and materials would create a distinctive development that complements the industrial heritage of this area.

There are instances where the building would be seen in the context of heritage assets such as listed buildings and the Cathedral conservation area. The impacts a considered to be very low level and would not affects the character, appearance and setting of the conservation area as a whole or setting of individual listed buildings.

This low level of harm is outweighed by the substantial regeneration benefits that the development of such a high quality scheme would deliver. This is considered in detail elsewhere in the report.

Impact of the historic environment and cultural heritage

The site is not in a conservation area and the Cathedral conservation area is nearby and listed buildings which could be affected include: HMP Manchester Gatehouse (Grade II), North Bridge (Grade II), Victoria Station (Grade II), HMP Manchester main prison block (Grade II), 19 Cheetham Hill Road (former Synagogue) (Grade II), Manchester parcel post office (Grade II), Stephenson Bridge (Grade II), Middle Bridge (Grade II), Manchester Cathedral (Grade I) and Chethams Hospital School (Grade II). there are no listed buildings on the site.

The site is not a heritage asset and it has a neutral contribution to the character and appearance of the area. There is a historical and social link given its former as Boddingtons Brewery, however, all above ground evidence of the brewery has since been removed.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact on listed buildings in close proximity to the site and the Castlefield conservation area as required by paragraph 128 of the NPPF. The impact on the setting of these heritage assets, was also evaluated in the 10 views identified in townscape assessment above.

The focus of the Cathedral conservation area is the Cathedral and the Chethams Hospital School. The conservation area was the ecclesiastical and scholastic focus of the settlement of Manchester from the medieval period onwards. It is not only the imposing structures of the Cathedral and Chetham School that is relevant to the medieval origins, but there is also evidence of a medieval street patterns (although altered) which is still legible. Other important buildings include the Victorian Corn Exchange, Manchester training College, Mynshills House and the Old Wellington Inn. Recent improvements have been made to the public realm in and around the Cathedral along with new developments.

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

HMP Manchester Gatehouse (Grade II) on Southall Street was built using red brick with stone in a Romanesque style. It is three storeys with a central large round arched entrance flanked with semi-octagonal turrets, and a slate roof. A two storey wing is situated to the left, which was built in a matching style and includes a bay window and gabled porch.

North Bridge (Grade II) was constructed in 1893 and is the most recent of three railway bridges to Victoria Station. The bridge is of iron plate girder construction with cast iron parapet. The girders are hunched at the side to allow for the passage of traffic below while providing sufficient support from the brick abutments to either side.

Victoria Station (Grade II) was the western terminus of the Manchester and Leeds Railway Company's trans Pennine line and was constructed in 1844. The station also the rear concourse with restaurant and booking hall. The building is of Italianate style. The station has been extended and altered in the 19th Century including additional storeys and buildings to the main station building and two new through platforms to the north and a covered bay platform of the former burial ground site at Walker's Croft (which were undertaken in 1864). Further extensions took place between 1894 and 1908 and reflected the styles of the time including neo-baroque and art nouveau. Recent modernisation has also taken place at the station.

HMP Manchester main prison block (Grade II) matches the Romanesque design of the gatehouse and is also constructed in red brick with stone dressing. The layout of the prison comprises of six wings radiating from a central concourse. Five of the wings serve as a four storey high cell blocks with the remaining wings in two storey facing the gatehouse.

19 Cheetham Hill Road (former synagogue) (Grade II) was originally a Methodist chapel built in 1840 and subsequently used as a synagogue and warehouse. The building is rectangular in plan and comprises two storeys built in Classical style. It has a central projecting bay with pediment, pilasters and arched portal which contains a doorway.

Manchester Parcel Post Office (Grade II) was built in 1894 and is currently occupied as a warehouse having been modified in the late 20th century. The building is constructed of red brick with moulded brick and terracotta detailing, slate roof and glazed courtyard canopy. The building is irregular in plan and occupies a triangular

site bounded to the south west by the river Irwell, to the north by New Bridge Street and to the south east by Mirabel Street.

Stephenson Bridge (Grade II) and was built in 1844. The bridge is one out of three bridges that carries the railway line to Victoria Station. It is the earliest of the three bridges. The bridge has two cast iron arches carrying the railway line over Victoria Street, supported by masonry abutments, with brick arches between the two main spans on the north side. A later addition, built in 1884, on the south side is of plate girder construction with a cast iron parapet, which spans the road and river. Its later extension forms part of the longest passenger platform in Europe until the adjoining Manchester Exchange Station was closed in 1969. The platform survives without its canopy.

Middle Bridge (Grade II) comprises iron girders resting on brick and masonry abutments to either side of the road, and supports cast iron parapets decorated with bands, from the base, of continuous arches, key patterns, raised panels divided by ionic pilasters and foliage swags.

Manchester Cathedral (Grade I) is an imposing sandstone structure designed in the Perpendicular style and located on the south side of the Cathedral conservation area. The structure has been the subject of re-building and alterations over the years but a substantial amount of fabric dating to the 15th and 16th centuries remain including 15th century choir stalls, a 15th century screen in the Lady Chapel and a 16th century pulpitum.

Chetham's Hospital School (Grade II) is a renowned school of music. The school is constructed around a large rectangular courtyard and is built in the Perpendicular style reflecting the ecclesiastical character of the Cathedral. The building retains details such as 4 centred arched openings and foiled lights to the windows.

There are also non-designated heritage assets in the area notably the Former Globe Works, Clarence Hat Works and former Motor Works together with the remains of the Dutton Hotel and period walls and cobbles.

The heritage assessment provides a detailed consideration of the impact on the historic environment particularly where they are seen within key views. The scale of the impact, together with the impact on the significance of the heritage asset, has been judged to be either major, moderate, minor or not effect.

The heritage assets have been considered within the 10 key views through the visual impact assessment. The conclusions and impacts on each are:

HMP Manchester Gatehouse is being appreciated from Carnarvon Street. The former Globe Works building fronts the street opposite the gatehouse. Other views of the listed structure are restricted. The main view of the listed structure looks away from the development and therefore the setting of the gatehouse would not be effected by the proposal.

North Bridge would not be affected by the development. The main feature of interest are the decorative panels which would remain legible.

19 Cheetham Hill Road front façade is the most significant feature of the building, is located 260 metres from the site and is surrounded by mid to high rise built form. The proposal would contribute to the cluster of taller buildings in the area having only a minor impact on the setting of the listed building.

Manchester Parcel Office is best appreciated looking east and south east from New Bridge Street and looking west from Mirabel Street. There is a gap of 300 metres between the listed building and the site with existing mid to high rise developments clustered around it. The proposal would have no effect on the listed building.

Stephenson Bridge's north west panel is visible from a small gap between Middle Bridge and the south east panel from Victoria Street which is a key viewpoint of the listed building. The proposal would be seen in the same context as the listed building but the significance of the bridge would remain legible and understood resulting in a minor effect to its setting.

Middle Bridge is masked by North Bridge and Stephenson Bridge. The only view of the bridge is standing either side of the structure where its decorative panels can be appreciated. The proposed development would have no effect on this listed structure.

Victoria Station is best viewed from Hunts Bank. There is a distance of approximately 300 metres from the listed building to the site. The proposal would have no effects on the listed building.

HMP Manchester main prison block would not be affected. The only element of the listed building which is visible is the pointed roof of the hexagonal concourse which is at the centre of the prison block. The remainder obscured by the high perimeter wall. There is considerable distance between the listed building and the site which means there would only be long ranging views where the listed building and the proposal would be seen.

Manchester Cathedral is surrounded by a varied urban landscape. There is a spacious feel to the grounds of the listed building provided by surrounding public realm. The Cathedral is not best appreciated by wide ranging views due to the character of the area. There would be views towards the site from the Cathedral where a varied skyline is already evident. The proposal would become part of this skyline. The listed building would remain legible but there would be a minor effect on its setting through additional built form to the skyline.

Chetham's Hospital School are also set within a heavily developed urban environment. There are views of the complex from Long Millgate and the Cathedral Gardens area where the south west wing is experienced. Part of the west elevation are also visible along Victoria Street. these viewpoints would not be affected.

There would be no effects on the non-designated heritage assets of the former Globe Works, Former Clarence Hat Works and former Motor Works. These assets are some distance from the site and would remain legible and understood in their existing context with the proposal forming part of distant townscape views.

There would be a minor effect on the conservation area. The spacious setting of the Cathedral contrasts with the dense urban grain of the wider conservation area. As such views of the conservation area are restricted. The proposal would form part of the views of the Cathedral facing north from Victoria Street. However, the development would form part of an establish skyline of taller buildings and therefore not have a direct impact on the significance and character of the conservation area as a whole which would remain legible and understood.

This major development would be seen in the same context of a number of heritage assets. There are only a small number of instances where a low level of *less than substantial harm* occurs, as defined by paragraph 202 of the NPPF. These are in relation to certain views within the conservation, the setting of the Cathedral and 19 Cheetham Hill Road. There are other instances where the development would be seen in long ranging views of listed buildings but their significance would remain legible and understood from key view points.

In all instances the heritage assets would remain legible and understood and outweighed by the substantial regeneration benefits that this development would bring. It is considered that this proposal would provide the public benefits required by the paragraph 202 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in instances of low level harm through minor changes to certain views with the Cathedral conservation area and a number of listed building identified in this report. These impacts are considered to result in a low level of less than substantial harm.

In these circumstances, it is necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the important the asset, the greater the weight should be) (paragraph 199 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. The proposal would create instances of less than substantial harm as defined within. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

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

The architecture and place making would enhance the area and provide 461 homes. 60% of the homes would be affordable (either shared ownership or affordable rent) through a combination of developer and Homes England subsidy. There would also

be new public realm including enhanced pedestrian links through the site to the Old Brewery Gardens development from Great Ducie Street.

New residents would bring household spending to the area and 41 new jobs directly associated with this development. Council tax would generate an estimated £663,338 per year.

Over a 3 year construction programme, 1800 jobs per year would be created. Based on the average GVA per full time employee this would result in £40 million over the construction period to the Greater Manchester economy and a further £66 million in the supply chains.

The development would also meet sustainability objective and offer a highly efficient building fabric meeting low carbon objectives.

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

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

Mitigation and public benefits are derived from the realisation of key site in the SRF areas. The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

Impact on Archaeology

An archaeology assessment indicates that whilst the site has been the subject of previous development activity in the 19th Century, there could be below ground remains which require consideration associated with the foundations of former industrial buildings, particularly the calico printing works which occupied the north eastern part of the area, together with domestic and commercial properties along the south western side.

GMAAS concurs with the conclusions drawn from the desk-based assessments and recommends that the site is subject to intrusive archaeological investigation in advance of development taking place in line with the written scheme of investigation.

This should be a condition of any approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Visual Amenity

The development would deliver the objectives of the SRF including improving the street level environment, creating high quality public realm, including connections, and high quality buildings.

The site would comprise two distinct buildings, A and B, enclosing a central landscaped courtyard. A pedestrian route from Great Ducie Street through the site and connecting to the public realm in the Old Brewery Gardens development would be established. There would also be a separate access from the private access road shared with the college to this central courtyard. Commercial spaces would be located along Great Ducie Street and at the south east and south west corners of the public realm.



Building entrance from Great Ducie Street

The central courtyard has been designed as a ‘pocket park’ where residents and visitors can walk, cycle and sit and experience the trees, planting and improved connectivity in this part of the city centre away from busy main roads and streets. Along the eastern edge of the courtyard a flexible residents lounge and co-working space is proposed that would open out on the courtyard and add positively to the natural surveillance and activity of this space.

Great Ducie Street is defined by building A which forms a linear rectangular block. Building B fronts the public realm to the east forming a U shape around the central courtyard. The ground floor would enhance the experience of residents and visitors. Active frontages for commercial spaces, with associated shop fronts, would line Great Ducie Street together with corner commercial units on the south east and south west forming dual aspect spaces.

Building A and B are joined on the northern edge of the site by a single storey cycle store and to the south by shared spaces that needs to be close to the private service road shared with the college for refuse and servicing. This service road includes the 5 disabled parking spaces and loading bay for deliveries. There are cycle stands in the public realm. Street trees would enhance the public realm.



Ground floor layout including central courtyard

The upper floors of the buildings would comprise the residential accommodation. The floor plate for building A repeats at each level until the 11th floor which is set back on the northern elevation. The floor plate for building B repeats to the 16th floor after which the northern portion is set back and forms an external residents terrace. The smaller floor plate then continue up to the 27th floor.

A south facing residential rooftop space at the 20th floor of building B would provide private outdoor space for residents with planting, seating and recreational activities. A glazed screen would minimise the impact of wind.

The height and massing of the building ranges from 27, 20, 17 storeys, to the rear of the site, and 11 and 10 storeys, fronting Great Ducie Street. The scale of buildings in the area varies.

The proposal differs from the SRF with north south orientated buildings parallel to Great Ducie Street. This would activate the frontage into the city centre with the massing stepping away from the street edge. The orientation of the building improves the available light into the apartments.

Additional height is proposed to building B next to the Old Brewery Gardens development which complements the taller elements of this development providing a coherence at the site.

The elevations have a solid plinth for the commercial and ancillary spaces with masonry to the upper levels. Red brick would be used throughout and two different mortars colours would express the ground and upper floors. Pre-cast concrete would be used for the cills and banding to provides more articulation. The metalwork would be coloured amber.

The shop fronts would be glazed with precast surrounds and louvres. All the metal work would match that proposed at the upper levels. A dark mortar would be used to express the solidity of the plinth element.



Shop front design (corner of Great Ducie Street and access road)



Bay study for shop fronts

The repetition of the upper floor elevations would provide a coherent and robust design. The two and three storey bays would provide rhythm and articulation. The bays groups have vertically aligned windows and balconettes whilst precast cills add a horizontal element to the façade and express the top and bottom of each bay.





Bay study showing two storey order

Deep window reveals would provide depth to the façade. Vents would be concealed in soffits to ensure that the facades and windows remain uncluttered. The windows and balustrading would be the same colour as the metal work found elsewhere within the building.

The parapet would be framed with a pre-cast cap which would form a horizontal detail around the top of the building and complement the pre-cast at each from the building and around the shop fronts.

This high quality proposal would complement other development at the former Boddingtons site. The siting, scale and appearance would create a coherent development set in public realm. A link from Great Ducie Street to the Old Brewery Gardens would enhance the pedestrian environment.

Conditions would ensure that the development is delivered to the required standard.

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

The proposal would enhance the environment with landscaping, planting and public realm. An arrival point would be created from Great Ducie Street in building A and draw residents and visitors to the public realm. Grass areas with contoured landscaping would provide interest and a place to sit below the tree canopies. A secure residents cycle store would be created to the north of the courtyard with coworking spaces for residents spilling out onto the north eastern corner of the public realm along.



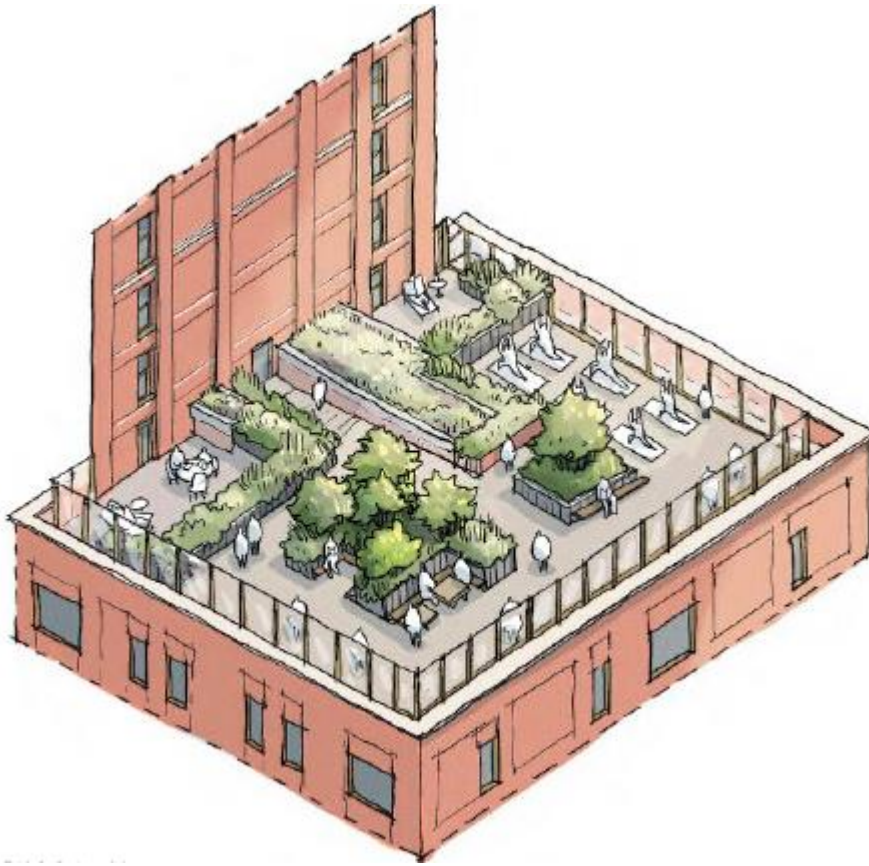
Landscaping and public realm proposal

Trees and planting would add to the biodiversity at the site and would be SuDs adapted providing surface water management benefits. Paved areas which would complement the brick work on the building.



Image from within the proposed central courtyard

A podium roof terrace would provide residents in building B with informal space for recreation and seating together with planting.



Podium for residents within building B

Street trees are on the new access road with Manchester College providing enhancements at street level.

Final details would be agreed as part of the planning conditions to ensure that the public realm is delivered to an appropriate standard with a landscape management plan for the future maintenance of the areas.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology given the limited ecological value of the car park. Measures would be required to minimise the impact on bird nesting season by removing trees outside of this period unless birds are shown to be absent.

The proposal would include green infrastructure with tree planting and shrubs. Bird and bat boxes should be included. These measures would lead to a biodiversity net gain and attract birds and bats and other wildlife. Greater Manchester Ecology Unit (GMEU) concur with its findings. A condition would agree final details to comply with policy EN9 of the Core Strategy and ensure a biodiversity gain.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has established the likely significant effects of the proposal on daylight and sun light received by properties around the site. Consideration has been given to any instances of overlooking which would result in a loss of privacy.

To assess surrounding properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, the room should still receive enough sunlight).

The following properties were assessed:

- Old Brewery Gardens (118831/FO/2018); and
- Travelodge.

The assessment has considered other adjacent residential properties but due to the distance and orientation from the site they are unlikely to be affected. There are also no amenity areas located close to the site.

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

Old Brewery Gardens Construction has not commenced on this development. Given the current use of the site for surface parking, the Old Brewery Gardens site benefits from higher levels of daylight and sunlight than many other city centre developments. A small proportion of windows/rooms would be affected with some being bedrooms. Whilst it is acknowledged that there would be a minor adverse impact on this development, it is not considered unduly harmful to warrant refusal of this planning application.

Travelodge 101 windows were assessed to 101 rooms. Currently 45 windows meet the VSC criteria. This would reduce to 12 as a result of the development. 35 would experience an alteration between 20-30%, 38 an alteration between 30-40% with the remaining 16 an alteration excess of 40%.

80 (79%) of the 101 rooms would meet the BRE criteria. 11 would experience an alteration between 20-30%, 7 an alteration between 30-40% with the remaining 3 rooms an alteration in excess of 40%.

The Travelodge is a hotel and therefore its occupants are transient and do not reside in the building for significant periods of time. Whilst there would be a minor adverse impact on this property, given its commercial use it is not considered that the impact would be unduly harmful to warrant refusal of this application.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable.

(b) TV reception

A TV reception survey has concluded that there is likely to be minor interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

The majority of the site is in the Greater Manchester Air Quality Management Air (AQMA), and adjacent to the Salford AQMA, where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. The site was previously developed and is close to homes.

There are homes, businesses, educational facilities and recreational areas which could be affected by construction traffic and that associated with the completed development. 14 locations were identified in the air quality assessment within 200 metres of the site. These are all highly sensitive for the purposes of considering air quality impacts.

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

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

Both the construction and operational impacts of the development on air quality have been considered.

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. There would be emissions from construction traffic which will enter the site from Great Ducie Street. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

The impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured through the construction management plan condition.

Consideration has been given to the impact of the air quality conditions on the future occupants of the development and the surrounding area when the development is occupied.

The building design and layout places commercial and non residential uses at the ground thus minimising residential accommodation at the upper levels emissions from the surrounding road network.

Although the development would generated traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}).

This is a car free development, with the exception of 5 spaces for disabled people and would result in a net reduction of 187 car parking spaces. There would be over 461 cycle spaces and enhanced pedestrian and cycle links. A travel plan would promote and encourage public transport use and reduce vehicle trips.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the homes are occupied. A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

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

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. A study area of 400 m radius around the site was established. The assessment considered mitigation measures to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios (including existing conditions) have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The current wind conditions, for pedestrian safety and comfort, are within an acceptable limit with the exception of the south bound bus stop on Great Ducie Street which is a category windier than would be recommended for its intended use.

The proposal would have an impact on the window conditions in and around the site would remain appropriate for their intended use. The conditions at the south bound bus stop on Great Ducie Street are expected to become calmer with the development in place which would make it suitable for its intended use.

There is a requirement for a 2 metre solid canopy, extending across the courtyard side of the eastern entrance passageway, to ensure this area within the centre of the site is suitable. In addition, 50% proposed pergola within the courtyard should be 50% porous.

Noise and vibration

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

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

When the development is occupied, the acoustic specification of the apartments would limit noise ingress from the main sources of external noise, particularly from nearby roads, and from ground floor commercial accommodation.

A mechanical ventilation system and appropriate glazing would ensure that noise levels in the apartments are acceptable and the apartments do not overheat. Further details are required in this regard which should be agreed by a condition and be the subject of verification prior to occupation.

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

Waste management

Residents would take their waste to dedicated waste stores on the ground floor of each building core. There are three dedicated stores with two waste collection stores. 200 sqm of waste storage is required for the waste generated. The proposal would create 363.61 sqm of space across its five storage rooms with an additional 164 sqm for bin access and transportation.

Residents would be encouraged to recycle as much waste as possible and therefore each store would provide waste bins to do this. The bins provided in the waste store would be as follows: General waste (comprising non-recyclable waste); Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin); Glass recycling; and Organic recycling

Each apartment would be provided with four bins for general waste, mixed dry recyclables, glass and food. The residents would store and segregate waste into four main streams in their apartments before taking it to the closest communal waste storage room. The management company would monitor the bin usage within the stores and would take the bins to the collection point on collection day.

Environmental Health have considered the waste management arrangements for the residential element of the scheme and found it to be acceptable.

The commercial waste would be divided in three main streams with the addition of organic recycling if required by the future uses: General waste (non-recyclable waste); Dry Mixed Recycling (comprising: cardboard, paper, plastic and tin); and Glass Recycling.

Waste for the commercial units would be stored within dedicated stores within each commercial use. Environmental Health accept the proposals for commercial uses in principle but recommend this is reviewed again once the users of the commercial units are known.

Accessibility

All main entrances would have level access. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. There would be 5 dedicated parking space for disabled people created along the shared access road with the college.

Flood Risk/surface drainage

The site is primarily situated in Flood Zone 2 (indicating between a 1 in 100 and 1 in 1,000 annual probability of flooding).

The site is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems.

A Flood Risk Assessment identifies minimum floor levels to mitigate against flood risk and a condition would ensure that the development is carried out in accordance with this document.

As the site is in Flood Zones 2. The Sequential Test is required (and where applicable the Exception Test) as outlined in the NPPF and NPPG. The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites appropriate for the development, in areas with a lower risk of flooding.

The site is a long-standing regeneration priority and is identified for development in the Boddingtons Brewery SRF and Great Ducie Street SRF. This brownfield site could accommodate high density housing and deliver 461 homes, including affordable housing, and contribute positively to the Councils housing and affordable housing supply. There are no other reasonable alternative sites in this location capable of delivering that level of housing and the associated public benefits.

Developments in Flood Zone 2 are not unacceptable. Mitigation has been provided in respect of the finished floor levels. Residential accommodation in any event is situated in the upper floors with commercial and ancillary spaces on the ground floor. The public benefits would be significant and meets the requirements of the Exception Test. Management would ensure that users would not be vulnerable.

The green infrastructure would provide sustainable measures to manage surface water. Final details of the surface water drainage scheme are to be agreed by condition.

The Flood Risk Management Team and the Environment Agency have no objection to the proposal on the basis of the flood mitigation measures being put in place (finished floor levels and flood resilient design and an evacuation plan) with final details of a drainage scheme.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that these flood risk mitigation measures and a drainage plan forms part of the conditions.

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

A transport statement notes that all sustainable transport modes are nearby. This would be a car free development with the exception of 5 bays for disabled people and a loading bay positioned on the private road shared with Manchester College. The parking spaces would be fitted with an electric vehicle charging point. A barrier and bollards is required to this access to restrict access. Resurfacing or footways are also required once the development is complete.

Modelling undertaken demonstrates that the vehicle movements associated with development can be accommodated on the highway network.

100% cycle provision is proposed for residents with visitor spaces in the public realm. A travel plan would support the travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored.

The proposal are considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

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

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation. The ground conditions are not complex so as to prevent

development provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Aerodrome Safeguarding

There would be no aerodrome safeguarding concerns in respect of this proposal. An informative about the use of cranes during construction should be imposed.

Construction management

Construction is expected to start at the site in July 2022 and complete in August 2025. The site would be secured by a solid hoarding. Vehicle access to the site would be from Great Ducie Street connecting to the shared service road with the college. There would be no dedicated on site parking with works encourage to use public transport.

Wheel washing would ensure that delivery wagons leave the site clean and there would be regular cleaning of Great Ducie Street with sweepers.

Vehicles delivering or collecting from the site would approach and leave via Great Ducie Street. All vehicles would exit right from the development towards the M60 and therefore avoid Trinity Way.

A traffic management plan would be in place throughout the development to minimise the impact on the highway network and ensuring that vehicles are marshalled safely back onto Great Ducie Street.

All deliveries to site would be undertaken through an electronic Delivery Management System (DMS), managed by the construction logistics team, with all deliveries allocated to a specific time slot. This would help minimise the impact on the local highway network.

Due to the limited area available within the site footprint the proposed use of pit lanes, to enable the delivery of materials, would be required on the service road shared with Manchester College.

The service road is currently being used to support the construction of the Manchester College. To avoid congestion (to both projects and neighbouring developments) consultation between the contractors would be required to minimise and coordinate the use of this space.

Dust mitigation measures would be employed in the interest of air quality and plant and equipment would be fitted with silencers and would take place during working hours only. Construction waste management would be in place at all times.

The work would take place close to homes and existing businesses and comings and goings are likely to be noticeable. However, these impacts should be only associated with the length of the construction, are predictable and can be mitigated against. A condition requires a construction management plan to be agreed which would include

details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

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

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. 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.

A number of queries raised by the HSE have been addressed during the course of the application to their satisfaction and the HSE have confirmed they are content with the proposal at Gateway One.

It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

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 from the street scene.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an initial affordable housing contribution and provision for the agreement of an affordable housing statement in respect of affordable housing as explained in the paragraph with heading “Affordable housing”.

Conclusion

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

This site in the former Boddingtons SRF is suitable for a high density development. The development would provide 461 homes and contribute to housing supply in the City and population growth. Up 60% of the homes would be affordable with affordable rent and shared ownership.

There would be one and two bedroom homes with ancillary amenity spaces, and active ground floor uses. The siting, scale and appearance would contribute positively to the changing context and would complement the Manchester College and Old Brewery Gardens developments.

The removal of the surface car park would be beneficial. The building would be of a high standard of sustainability. The buildings would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply at the site and carbon reductions.

Consideration has been given to the impact of the development on the local area including homes, businesses, road and recreational areas and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The buildings and its facilities are fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the conservation area and a small number of listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the substantial public benefits which would delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraph 202 of the NPPF).

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

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

Recommendation Minded to Approve subject to the signing of a Section 106 Agreement in respect on securing an initial affordable housing contribution and an affordable housing statement

Article 35 Declaration

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

Condition(s) to be attached to decision for approval

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

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

2) Prior to the commencement of development, a detailed phasing plan (including timescales for implementation) for the development (including delivery of public realm and highways works) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall then be carried out in accordance with the phasing plan and timescales agreed unless otherwise approved in writing by the City Council, as Local Planning Authority.

Reason – The development would be delivered and occupied on a phased basis and details should be agreed pursuant to policy SP1 of the Manchester Core Strategy (2012).

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

Drawings

A3564-ASA-XX-XX-DR-A-0101, A3564-ASA-XX-XX-DR-A-0200 00, A3564-ASA-XX-XX-DR-A-0201, A3564-ASA-XX-XX-DR-A-0206, A3564-ASA-XX-XX-DR-A-0207, A3564-ASA-XX-XX-DR-A-0211, A3564-ASA-XX-XX-DR-A-0212, A3564-ASA-XX-XX-DR-A-0213, A3564-ASA-XX-XX-DR-A-0217, A3564-ASA-XX-XX-DR-A-0220, A3564-ASA-XX-XX-DR-A-0221, A3564-ASA-XX-XX-DR-A-0227, A3564-ASA-XX-XX-DR-A-0300, A3564-ASA-XX-XX-DR-A-0301, A3564-ASA-XX-XX-DR-A-0302, A3564-ASA-XX-XX-DR-A-0303, A3564-ASA-XX-XX-DR-A-0400, A3564-ASA-XX-XX-DR-A-0401, A3564-ASA-XX-XX-DR-A-0402, A3564-ASA-XX-XX-DR-A-0403, A3564-ASA-XX-XX-DR-A-0404, A3564-ASA-XX-XX-DR-A-0405, A3564-ASA-XX-XX-DR-A-0500, A3564-ASA-XX-XX-DR-A-0501, A3564-ASA-XX-XX-DR-A-0502, A3564-ASA-XX-XX-DR-A-0503, DN0107-EXA-ZZ-20-DR-L-00103, DN0107-EXA-ZZ-20-DR-L-00301, DN0107-EXA-ZZ-GF-DR-L-00101, DN0107-EXA-ZZ-GF-DR-L-00102, DN0107-EXA-ZZ-GF-DR-L-00300, DN0107-EXA-ZZ-GF-DR-L-00600 and DN0107-EXA-ZZ-GF-DR-L-00700 stamped as received by the City Council, as Local Planning Authority on the 6 December 2021

Supporting Information

Landscape Plans prepared by Exterior Architecture, Statement of Consultation prepared by Deloitte LLP, Design and Access Statement prepared by Assael Architects, Affordable Housing Statement prepared by Deloitte with input from Latimer Development Group, Archaeology Assessment prepared by Salford Archeology, Broadband Connectivity Assessment prepared by GTech, Crime Impact Statement prepared by Greater Manchester Police, Ecological Appraisal prepared by The Ecological Consultant, Energy Statement and Environmental Standards Statement prepared by Wallace Whittle, Fire Strategy Report prepared by Ofr Consultants, Flood Risk and Drainage Strategy prepared by SGI Engineers, Ground Conditions Phase 1 and Phase 2 prepared by e3p, Heritage Statement prepared by Salford Archaeology, Local Benefits Proposal – Statement of Intent prepared by Latimer Development Ltd, Residential Management Strategy prepared by Clarion Housing Group, Waste Management and Servicing Strategy prepared by Curtins, Transport Assessment and Travel Plan prepared by Curtins, TV Reception Survey prepared by Gtech, Operational Management Strategy, Ventilation Strategy prepared by Wallace Wittle and Viability Assessment prepared by Grasscroft stamped as received by the City Council, as Local Planning Authority on the 16 December 2021

Environmental Statement:

- Construction Management
- Air Quality – Air Pollution Ltd
- Ground Conditions – E3p
- Daylight and Sunlight – GIA
- Townscape and Visual Impact – Barton Willmore
- Wind Microclimate - GIA
- Climate Change - Atkins
- Human Health – Atkins
- Summary of Residual Impacts – Deloitte; and
- Type 1 Cumulative Assessments – Deloitte.

stamped as received by the City Council, as Local Planning Authority on the 16 December 2021

Email from Agent responding to Environmental Health comments stamped as received by the City Council, as Local Planning Authority on the 2 March 2022

Written Scheme of Investigation for an Archaeological Investigation stamped as received by the City Council, as Local Planning Authority on the 1 March 2022

Fire Strategy Report prepared by Ofr Consultants Rev 03 and Technical note response stamped as received by the City Council, as Local Planning Authority on the 20 January 2022

Email from Agent responding to Highways and Environmental Health comments stamped as received by the City Council, as Local Planning Authority on the 8 and 28 February 2022

Email from Agent responding to Highways and Environmental Health comments and Noise Report prepared by Cundalls Rev P02 stamped as received by the City Council, as Local Planning Authority on the 1 February 2022

Remediation and Enabling Works Strategy and Ground Gas Addendum Report stamped as received by the City Council, as Local Planning Authority on the 7 February 2022

Culvert Report stamped as received by the City Council, as Local Planning Authority on the 20 January 2022

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

4) A programmes of archaeological works shall be undertaken in line with the Written Scheme of Investigation for an Archaeological Investigation stamped as received by the City Council, as Local Planning Authority on the 1 March 2022. The works are to be undertaken in accordance with the WSIs, which cover the following:

(a). A phased programme and methodology of investigation and recording that includes:

- archaeological evaluation trenching;
- pending the results of the above, a targeted excavation (subject to a new WSI).

Prior to the first occupation of the residential element hereby approved, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(b). A programme for post-investigation assessment to include:

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

(c). Deposition of the final report with the Greater Manchester Historic Environment Record.

- (d). Dissemination of the results of the archaeological investigations commensurate with their significance.
- (e). Provision for archive deposition of the report and records of the site investigation.

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy and saved policy DC20 of the Unitary Development Plan for the City of Manchester.

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

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

6) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7) (a) Prior to the commencement of the development, a scheme for the management of any known well features or borehole present within the site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details as to how any redundant boreholes or well features which have been decommissioned and details as to how any boreholes or well features to be retained, once the development is complete, will be secured, protected and inspected.

(b) The approved scheme shall be implemented and prior to the first occupation of the development a verification report to demonstrated compliance with the details approved as part of part (a) of the condition shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Reason - To ensure that redundant boreholes / relic well features are safe and secure, and do not cause groundwater pollution or loss of water supplies in line policy EN14 of the Manchester Core Strategy.

8) The development hereby approved shall be carried out in accordance with the Flood Risk and Drainage Strategy prepared by SGI Engineers stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021.

The development shall be carried out in accordance with this assessment including the mitigation measures outlined. Prior to the first occupation of each phase of development, a verification report shall be submitted for approval in writing to the City

Council, as Local Planning Authority to confirm that the works have been undertaken in accordance with the previously approved report.

Reason - In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

9) Notwithstanding the details submitted on the Flood Risk and Drainage Strategy prepared by SGI Engineers stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Identification of flood resilient construction techniques which will be implemented for buildings levels below the 1 in 1000 year flood event.
- Confirmation that the 300mm surface water sewer within the site can be abandoned following further investigation - ensuring that no offsite areas are compromised.
- Consideration of alternative green SuDS solution within the public realm areas and assessment of the potential for green roof implementation if practicable;
- 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;
- 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.

b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

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

10) (a) The development hereby approved shall be carried out in accordance with the Culvert Report stamped as received by the City Council, as Local Planning Authority on the 20 January 2022 including the recommendations outlined in section 7 that further investigations shall be carried out to establish the existence of the Culvert beneath the application site.

(b) The details of the further investigations shall be submitted to the City Council, as Local Planning Authority, prior to any above ground works. Should a culvert be located following the additional investigations then a detailed diversion plan or revised drainage details (including appropriate easements) shall be submitted for approval in writing by the City Council, as Local Planning Authority prior to any above grounds works. Any diversion work shall be undertaken in accordance with the approved details, within an agreed timescale in writing with the City Council, as Local Planning Authority.

(c) Should diversion works be required as part of part (b) of this planning condition, then prior to the first occupation of the residential element of each phase of the development, a verification report shall be submitted for approval in writing to the City Council, as Local Planning Authority to confirm that the diversion works have been undertaken in accordance with the previously approved report.

Reason - to minimise the impact on a potential below ground culvert pursuant to policy EN14 of the Manchester Core Strategy (2012).

11) a) Notwithstanding the Ground Conditions Phase 1 and Phase 2 prepared by e3p and Remediation and Enabling Works Strategy and Ground Gas Addendum Report stamped as received by the City Council, as Local Planning Authority on the 16 December 2021 and 7 February 2022 respectively, before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

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 on the affected parts of the site 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.

12) The enabling works (save for any main construction works) shall not commence until a detailed construction management plan outlining working practices during construction have be submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Consultation with local residents/local businesses;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

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

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

13) Prior to any construction works (save for the enabling works) a detailed construction management plan outlining working practices during construction have be submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Consultation with local residents/local businesses;
- Location, removal and recycling of waste;

- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

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

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

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

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

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

15) The window reveals, soffits and vents for the development shall be carried out in accordance with drawings A3564-ASA-XX-XX-DR-A-0500, A3564-ASA-XX-XX-DR-A-0501, A3564-ASA-XX-XX-DR-A-0502 and A3564-ASA-XX-XX-DR-A-0503 stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021

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

16) a) Prior to the commencement of the development (save for any enabling works), 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 associated with the development 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).

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

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

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

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

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

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

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

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

19) The development hereby approved shall be carried out in accordance with the Energy Statement and Environmental Standards Statement prepared by Wallace Whittle stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021. A post construction review certificate/statement for the development shall be submitted for approval, not later than 3 months from the date the residential element within each phase is first occupied.

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

20) Notwithstanding drawings DN0107-EXA-ZZ-20-DR-L-00103, DN0107-EXA-ZZ-20-DR-L-00301, DN0107-EXA-ZZ-GF-DR-L-00101, DN0107-EXA-ZZ-GF-DR-L-00102, DN0107-EXA-ZZ-GF-DR-L-00300, DN0107-EXA-ZZ-GF-DR-L-00600 and DN0107-EXA-ZZ-GF-DR-L-00700 stamped as received by the City Council, as Local Planning Authority on the 6 December 2021, (a) prior to any works commencing on the hard and soft landscaping scheme (including appropriate materials, specifications) details shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

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

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

Until such a time to be agreed with the City Council, as Local Planning Authority the public realm and access gates shall be not open, and the area secured, outside of the following times:

Monday to Sunday 07:00 to 20:00

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

22) (a) Prior to the first occupation of each phase of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

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

23) (a) Notwithstanding the Noise Report prepared by Cundalls Rev P02 stamped as received by the City Council, as Local Planning Authority on the 1 February 2022, prior to the first use of the commercial units as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, prior to the first use of each commercial unit, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 5dB below the L_{A90} (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 (L_{eq,5min}), respectively

(b) Prior to the first use of each commercial unit, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

24) Notwithstanding the Noise Report prepared by Cundalls Rev P02 stamped as received by the City Council, as Local Planning Authority on the 1 February 2022, prior to any above ground works:

(a) a scheme for acoustically insulating and ventilating the proposed residential accommodation against noise from the local traffic network and, following an assessment of the potential for overheating (AVO Assessment), any further noise mitigation measures to deal with equipment to mitigate overheating shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved noise insulation and ventilation scheme shall be completed before the first occupation of the development.

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

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

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

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1

of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

25) The residential element hereby approved shall be carried out in accordance with the Waste Management and Servicing Strategy prepared by Curtins and drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 6 and 16 December 2021 respectively.

The details of the approved scheme shall be implemented prior to the first occupation of the residential element of each phase 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.

26) Prior to use of each commercial unit, as indicated drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, details of an appropriately sized refuse store and waste management strategy for the commercial element of the scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The details of the approved scheme shall be implemented prior to the first use of the commercial unit and shall remain in situ whilst the development is in operation.

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

27) Prior to the first use each commercial unit, as indicated drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

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

28) Prior to the first use of each commercial unit as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial unit and thereafter retained and maintained in situ.

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

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

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

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

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

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

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

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

32) The commercial units hereby approved, as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30
Sundays (and Bank Holidays): 10:00 to 22:00

There shall be no amplified sound or any amplified music at any time within the unit unless agreed by planning condition 21.

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.

33) The commercial units as shown on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

34) The commercial units, as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, can be occupied as Use Class E (excluding convenience retail and a gymnasium) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

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

35) Prior to the first use of each the commercial unit as indicated on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, details of any external areas associated with these commercial spaces (including an Operating Schedule) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;
- e. days and hours of operation.

The approved plan shall be implemented upon first use of each commercial unit and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

36) 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.

37) 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.

38) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the residential element of each phase of the development, the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

39) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021.

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

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

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

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

40) Prior to the first occupation of the residential element of each phase, the cycle stores for that phase racks within the public realm shall be implemented in accordance with drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 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).

41) Prior to the first occupation of the residential element of the development hereby approved, a strategy for the provision of disabled parking spaces for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and the car parking spaces made available at all times for as long as the development remains in use.

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

42) Prior to the first occupation of the residential element of the development, a scheme of highway works and details of footpaths reinstatement/public realm for the

development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Provision of an on street car club space;
- Details of barrier controls to the access from Great Ducie Street;
- Provision of footway reinstatement, resurfacing, dropped kerbs and tactile paving at all crossing points;
- Review and rationalisation of street furniture to maximise footway widths including removal of redundant parking signs;
- Provision of a loading bay to access road; and
- Review and amendment to Traffic Regulation Orders (TROs).

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

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

43) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 16 December 2021, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

44) Prior to the first occupation of the residential element, the installation 7kw fast charging electric car charging points to the 5 disabled bays, as shown on drawing A3564-ASA-XX-XX-DR-A-0200 A stamped as received by the City Council, as Local Planning Authority 16 December 2021, shall be implemented and remain available for as long as the development is in.

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

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

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

46) 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 buildings 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 is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

47) 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).

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

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

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

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

50) 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).

51) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

52) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps (including appropriate acoustic details in line with condition 20) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

53) Prior to any above ground works, details of the NO2 and particulate filters to be installed into the ventilation system shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of a management plan for the filters including the specification, the filter maintenance, replacement and inspection frequencies, responsibility and how the requirements will be managed and maintained by any future subsequent management company or building owner. The approved details shall be implemented and retained at all times whilst the building is in use.

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

Informatives

- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take

10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.
<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/>

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: 132416/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:

**MCC Flood Risk Management
Health & Safety Executive (Fire Safety)
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
National Amenity Societies
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Planning Casework Unit
Transport For Greater Manchester**

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

Representations were received from the following third parties:

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

