

Application Number	Date of Appln	Committee Date	Ward
132199/FO/2021	6 Dec 2021	17 Mar 2022	Deansgate Ward

Proposal Full planning permission for the demolition of existing structures and the erection of two 51-storey residential buildings (Use Class C3) across two phases, including residential amenity facilities, basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations, and associated works.

Location Plot F, Great Jackson Street, Manchester, M15 4AX

Applicant Renaker Build Limited, C/o Agent

Agent Miss Jennifer Chatfield, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for 988 homes in two 51 storey towers. There would be public and private amenity space, 296 parking spaces, 988 internal cycle spaces and 40 visitor cycle spaces.

There have been 19 representations.

Key Issues

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

Viability & Affordable Housing: A commuted sum of £90,000 would be secured via a S106 agreement for off-site affordable housing.

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

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

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

Climate change & Sustainability: This would be a low carbon building in a highly sustainable location and it include measures to mitigate against climate change. The

proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

This 0.88 ha site is bounded by Great Jackson Street, Pond Street and Owen Street. It is adjacent to Deansgate Square, with the 64 storey South Tower and 50 storey East Tower being closest to the site. It is adjacent to Boatmans residential building, with Lumiere, The Nile and Medlock Place, all 8 and 10 storey residential buildings, to the north east. City South, a five to eight storey apartment block, is to the east; vacant warehouses (Plot G) and a concrete batching plant to the south; and a marketing suite and vacant industrial units to the west and north west respectively.

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

The Proposal

The proposal is for two 51 storey residential towers, set above a two-storey podium accommodating residential amenity facilities, and public realm. The development would be delivered in two phases.

Tower F2 (Phase 1) – 494 homes, residential amenity space (including a private garden, co-working space, residents' lounge and residents' gym), two-storey basement with 148 parking spaces (including 10% accessible spaces) and 494 cycle spaces, landscaping and access.

Tower F1 (Phase 2) – 494 homes, residential amenity space (including a private garden, co-working space, residents' lounge and residents' gym), three-storey basement car parking with 148 car spaces (including 10% accessible spaces) and 494 cycle spaces, landscaping and access.

- There would be 316 (32%) one bedroom/studio, 624 (63%) two bedroom and 48 (5%) three bedroom homes;
- 50 (10%) apartments would be wheelchair adaptable;
- 20% of parking spaces would be provided with electric vehicle charging points (EVCs) and the remaining 80% capable of future conversion;
- 100% cycle parking provision in the basements, 40 spaces in the public realm;

- Visitor cycle parking shelter for each building;
- Cycle stands in the public realm;
- 0.59ha of public realm would be provided.

Tower F1 would be at the western end of the site with vehicular access to the basement car park via Melbourne Street. Tower F2 would be at the eastern end of the site with vehicular access to the basement car park off Great Jackson Street. The towers would be separated by an extensive area of public realm and each tower would have a ground floor garden area for residents. The pedestrian entrance to F1 would be off Owen Street and the entrance to F2 would be from the public realm. Servicing be from Melbourne Street, Owen Street, Pond Street and a new service road linking Pond Street to Great Jackson Street, with loading bays/drop off on Melbourne Street, Pond Street and the new service road.

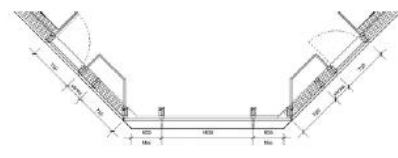
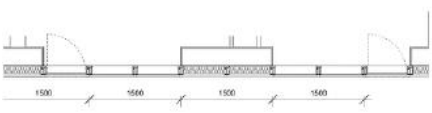
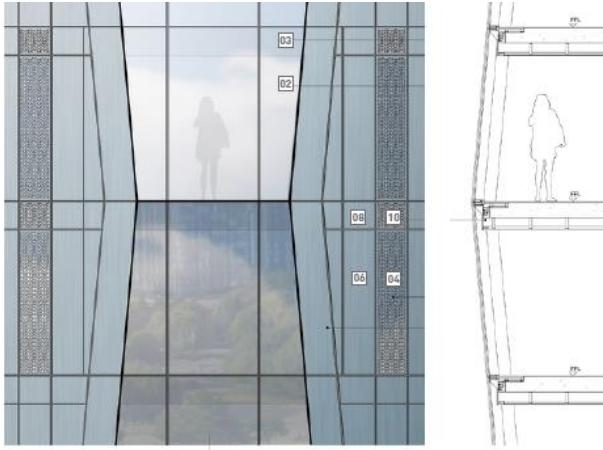
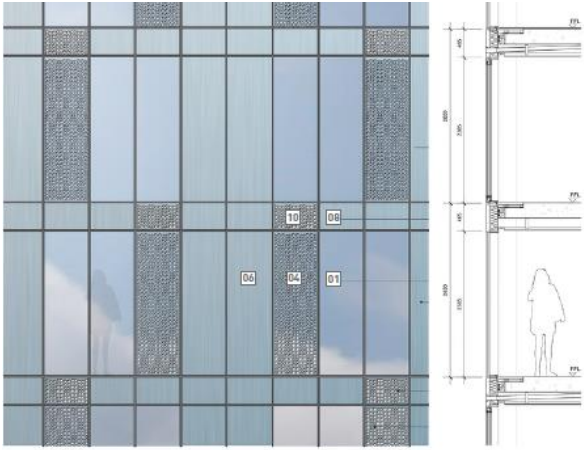
Each building would have a ground floor concierge and reception foyer, residential lounges and access to the external private garden. A gym and co-working space would be on the first floor. The uppermost levels of each tower contain eight 3-bed duplex penthouse units.

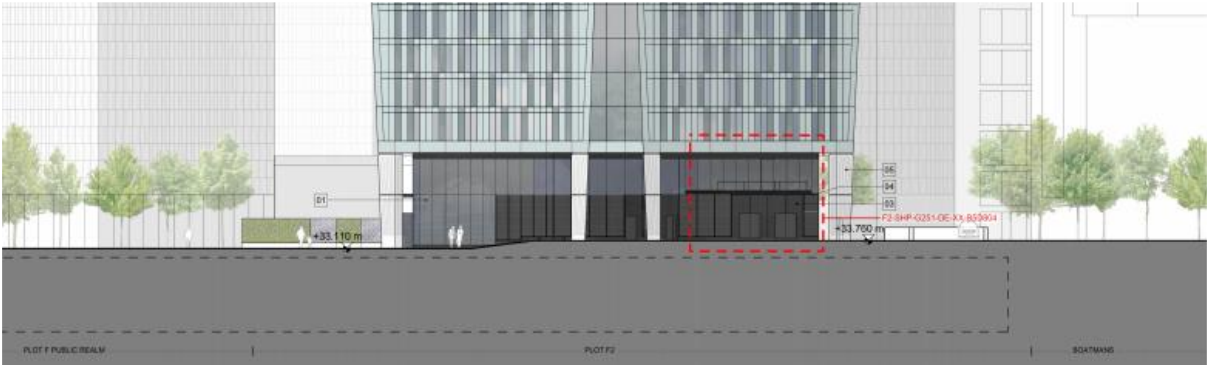
The bin stores would be on the ground floor of each block close to service bays. Residents would have bins for general waste; pulpable waste; and co-mingled recyclables in their apartments and would take it to a tri-separator chute on each floor. Food waste would be bagged and taken to a purpose built bin store on the ground floor of each tower. Each tower would have 50 no. 1,100L Eurobins, split as follows:

- 25 no. 1,100L General Waste bins;
- 1 no. 1,100L Organic Waste bins;
- 12 no. 1,100L Paper / Card Waste bins; and
- 12 no. 1,100L Plastic / Metal / Glass bins.

Waste collection would be supervised by the on-site management team with bins being brought out immediately prior to collection and returned immediately after and to ensure areas are kept clean. Waste would be collected weekly via a combined strategy with the local authority waste collection company, in tandem with a private waste contractor where required.

The form for each tower is identical, with a square plan with chamfered corners. The chamfered corners and floor plans incrementally decrease and increase, creating a vertical undulation up the corners of the building, which would be fully glazed, providing a contrast to the main elevations. The transition between the maximum and minimum floors occurs typically over 5 floors, with a 9-floor transition at the base, and a 11-floor transition at the top of each tower. The main elevations of the buildings would have a pattern formed from light blue and light green anodised aluminium perforated sheets, with solid openable doors behind, used to ventilate the apartments. Each tower would have a double height ground floor with glass curtain walling set back beneath the upper floors, which would be supported by fair faced feature concrete columns.







Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. Representations from 19 people have been received with the following comments:

Inconsistent with Great Jackson Street Framework – The GJSF showed a series of lower rise towers not two 51-storey towers and this was the expectation of people who have already bought properties in GJSF area.

Visual Amenity – The podium does not interact well with the neighbouring building on City Road East, ignoring it and creating a big blank wall instead of continuing the established street line, creating an ungainly streetscape. The towers would form an over-dominant feature in the landscape and the heights would not blend in with the 7-

10 storey buildings adjacent on City Road East. There would be too many structures like this concentrated in a small area, having an adverse impact on the appearance of the City and its skyline.

Noise and Disturbance – The proposed flats will contribute to the already significant noise and disruption in the area. It will bring years of construction noise, disturbance and traffic. A condition should be added to require a construction management plan with a section on how construction noise would be kept to a reasonable level.

Overlooking – The proposed towers would be too close to the flats at Deansgate Square causing loss of privacy, especially as the buildings have floor to ceiling glazing, which would be illuminated at night.

Overshadowing/Loss of Daylight and Sunlight – The proposed buildings would overshadow existing buildings at Deansgate Square (particularly South Tower) and reduce light to those buildings. The Deansgate Square development casts a shadow over Hulme – the proposal would exacerbate this issue.

Glare – The glass walls would create glare for existing residents in the adjacent buildings.

Overcrowding – The area is getting too crowded.

Traffic – The size of the towers would result in an increase in traffic, congestion and pollution, which is already a problem (also with bin wagons blocking the streets) and which is dangerous to children. Access to the Mancunian Way and the Chester Road roundabout is already a problem. Traffic from the Deansgate Square towers exits onto a very small road (River Place) causing high volumes of noise from vehicles and HGVs for the Luminare and Boatmans Buildings.

Crime – Existing high rise buildings have already led to an increase in crime.

Lack of infrastructure – There is already an issue with lack of healthcare and not enough doctors' surgeries.

Contrary to the Council's Five Year Environment Plan – Goes against making Manchester a greener place. Construction will cause air pollution. The building of the buildings will not help Manchester to meet Tyndall Centre's recommended budget and will make it much more difficult to achieve a greener and sustainable place to live. It will not create "vibrant and sustainable places in our city region", nor will it "improve the health and quality of life of our residents" (Five-Year Environment Plan). The buildings already built by Renaker do not enable recycling as the bin chute in one building has not had the Separator function enabled and has been broken for two years, resulting in all of the residents' waste going to landfill.

Loss of View

Reduction in Property Values – due to reduced views and loss of light.

Lack of Affordability – Most Mancunian workers will not be able to afford these flats.

Not required - Additional flats in the City Centre are not required due to the reduction of office working post Covid. Many are sold to overseas investors and left vacant.

Lack of Greenspace in the area – The site would be better being turned into a small park.

Mental Health – Proliferation of towers, loss of light and continual building works are detrimental to residents' health.

Consultees

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

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

Transport for Greater Manchester (TfGM) - Trip generation/distribution and modelling of the junction of City Road/Medlock Street are acceptable. Recommend a review of pedestrian and cycling infrastructure with provision of a crossing on Medlock Street, tactile paving at junctions and provision of pedestrian and cycle routes.

Highway Services - Agrees with TfGM comments. In addition, the following is requested: S278 for off-site highway works, a Stage 2 independent road safety audit, a Travel Plan, Electric Vehicle Charging points(EVCs), boundary treatments to be visually permeable from 600mm upwards to allow visibility of child pedestrians, servicing strategy, waste management strategy and a Construction Management Plan.

Greater Manchester Ecology Unit - Recommends conditions/informatives regarding the protection of bats and nesting birds, the control/removal of wall cotoneaster and measures to enhance biodiversity.

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

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to Manchester's Roman origins, as well as early 19th century workers' housing. GMAAS therefore recommend a condition requiring a programme of archaeological works.

Historic England (North West) – Does not wish to comment and suggests the local planning authority seeks the views of its specialist conservation and archaeological advisers as relevant.

Manchester Airport Safeguarding Officer - Supports the conditions recommended by NATS.

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

Natural England - No objection.

United Utilities Water PLC - Recommends conditions regarding drainage.

GMFRS - The proposal is acceptable.

HSE – Has recommended measures relating to layout, water flow rates, siting points for fire appliances and positions of smoke vents.

Sport England - Objects to the application as the proposal makes no contribution to formal sports facilities (indoor and outdoor) and it recommends that sufficient community infrastructure for indoor and outdoor sports facilities are provided to support the increase in population associated with the development.

Issues

Relevant National Policy

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

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

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

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 988 homes to a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required in Manchester as the city grows. The City Centre is the biggest source of jobs in the region and the homes would support the growing economy and help to create a vibrant, thriving and active community.

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

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

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

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

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

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

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is highly sustainable and an Environmental Standards Statement demonstrates that the proposal would accord with principles that promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The site is in Zone 1 with a low probability of flooding.

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

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

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1

(Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1 (Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy was adopted in 2012 and is the key document in Manchester's LDF. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

SO1. Spatial Principles – The development of this highly accessible site would support sustainable growth and help to halt climate change.

SO2. Economy – The scheme would provide jobs during construction in a highly accessible location and the homes would be near to jobs and support economic growth, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing – The 988 homes in a highly accessible location would meet demand for housing near to jobs. It would address demographic needs and support economic growth, which requires housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5. Transport – The development would reduce the need to travel by private car and promote the use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources. This would help mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

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

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

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

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

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

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

Policy CC10 A Place for Everyone – The homes would be a mix of one, two and three bedrooms and would appeal to single professionals, young families, older singles and couples. The building and site would be accessible.

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

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

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

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

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

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

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The development would not have a detrimental impact on the character and appearance of the nearby Castlefield

Conservation Area nor on the settings of nearby listed buildings and this is set out in more detail in the report.

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

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

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

Policy EN9 Green Infrastructure – The development includes public realm and tree planting, adding to the network of green spaces and allowing for adaptation to climate change.

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

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

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

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

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

Policy EN 18 Contaminated Land and Ground Stability - A site investigation has identified possible risks arising from ground contamination.

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

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.

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

These issues are considered in detail in the report and the development is considered to be in accordance with this policy.

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

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

- **Saved Unitary Development Plan Policies**
- DC18.1 Conservation Areas – The proposal would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail in the report.
- DC19.1 Listed Buildings – The proposal would not have a detrimental impact on the settings of the nearby listed buildings and is set out in more detail in the report.

Policy DC20 Archaeology – The site has some archaeological interest which would be recorded through a scheme of investigation.

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

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

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

Strategic Plan for Manchester City Centre 2015-2018

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

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

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

The proposal would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

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

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

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

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

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

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

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes a comprehensive landscape scheme with extensive tree planting. It would create pedestrian linkages through from Hulme and First Street to the public realm area and riverside walkway at Deansgate Square, improving access to the River Medlock.

Great Jackson Street Development Framework

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

Castlefield Conservation Area Declaration

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

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

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

Climate Change

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

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

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

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

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

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

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

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

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

Legislative requirements

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

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

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

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

Environmental Impact Assessment

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

Air quality;
Climate Change;
Daylight, Sunlight and Overshadowing;
Noise and vibration;
Human Health;
Solar Glare;
Townscape and visual impact;
Traffic and Transport;
Wind Microclimate; and
Socio-Economic.

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

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

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

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

Manchester is the UK's fastest growing city with an expanding city centre population. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires more 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 a long standing aspiration to create a high quality residential area at Great Jackson Street. The development of this previously developed brownfield site would provide homes in a highly sustainable well-connected location and would bring footfall into the area. The proposal would provide a significant amount of public realm providing high quality green space that is integrated into nearby areas of open space. Pedestrian and cycle connections through the site would allow linkages to be made with surrounding developments and the river. The public realm would include recreational space with seating and soft landscaping.

Development Frameworks for First Street and Great Jackson Street aim to regenerate large parts of the southern edge of the City Centre. The SRF envisaged three buildings of between 33 and 46 storeys providing 939 homes. Despite this change to the scale, massing and quantum of development envisaged by the Great Jackson Street SRF, it is considered that the proposal would still be consistent with the aims of the SRF and could act as a catalyst for further development and regeneration.

The homes and public realm would provide a critical mass of activity and attract people to the area. It would help to expand the active core of the city centre and be a significant component of the continued social and economic development of the city.

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

The development would be in keeping with the objectives of the Great Jackson Street Development Framework, City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC8, CC10, EN1 and DM1.

The 988 homes would be in two 51 storeys towers with one-, two-, three-bedroom and three bedroom duplex apartments, all space standard compliant, which would be suitable for and attractive to families. An initial contribution of £90,000 would be secured for off site affordable housing with a mechanism to review the schemes viability at a later stage. This is considered elsewhere within this report. The development would place additional pressures on social infrastructure in the area and a £0.5 million contribution would be secured towards the new school at Crown Street. It would provide 0.9ha of public space at a cost of £3.9 million.

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

Viability and Affordable Housing Provision

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

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

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

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

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

The application proposes 988 homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and would create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm both for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

The applicant has provided a viability appraisal, which has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council. It acknowledges that the scheme would make a contribution of £0.5 million to the fit out of the school at Great Jackson Street and provide public realm at a cost of £3.9 million. It concludes that a £90,000 commuted sum for off-site affordable housing should be accepted. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

Tall Buildings Assessment

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

Assessment of Context and Heritage Assessment

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

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

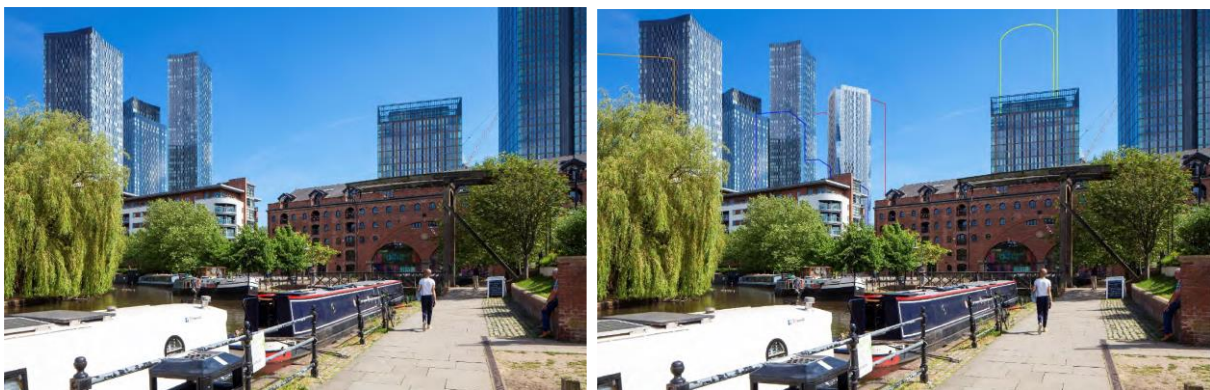
The site is not within a conservation area, but is approximately 250m from the south-eastern edge of Castlefield Conservation Area and there are 21 listed buildings and one scheduled ancient monument within a 500m radius around the site as follows:

1. Eastern wall fragment of Roman fort, Scheduled Ancient Monument
2. Church of St George, Grade II*
3. Churchyard Walls, Gate Piers and Gates of St. George's Church, Grade II
4. Former Bridgewater Canal Offices, Grade II
5. Former Congregational Chapel, Grade II
6. Merchant's Warehouse, Grade II
7. Middle Warehouse at Former Castlefield Goods Yard, Grade II
8. 29-41 Liverpool Road, Grade II
9. Lock-Keeper's Cottage at Lock No 91 Next to Gaythorn Tunnel, Grade II
10. Lock No. 91, at east end of Gaythorn Tunnel, Grade II
11. Rochdale Canal Lock No 92 (Dukes Lock) and Castle Street Bridge, Grade II
12. Manchester South Junction and Altrincham Railway Viaduct, Grade II
13. Deansgate Station, Grade II.
14. Floodgate on east side of Knott Mill Bridge, Grade II

15. Boundary Stone on Knott Mill Bridge, Grade II
16. Roman Catholic Church of St. Wilfrid, Grade II
17. School House, Grade II
18. G MEX (Manchester Central), Grade II*
19. The Britons Protection Public House, Grade II
20. Nos. 13-17 Albion Street, Grade II
21. Former Cotton Mill on West side of junction with Cambridge Street, Grade II
22. Mill Chimney Stack on West side of junction with Cambridge Street, Grade II

The impact of the development on the townscape and the settings of these heritage assets has been assessed in a Townscape Visual Impact Assessment and the Heritage Statement through the appraisal of 20 different viewpoints (nine of which include heritage assets). The towers are some distance from Castlefield Conservation but would be visible looking from Castlefield Basin where they would be read as part of a cluster of high-rise buildings of similar height and scale, which form part of the contemporary backdrop to the conservation area. The addition of the new towers would not alter the settings or understanding or appreciation of the character and appearance of the conservation area and are considered to have a neutral impact.

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



Existing & cumulative view from Castlefield Basin

Whilst the proposal would clearly be visible in some views, the visual impact on the settings of the heritage assets in all but one view would be neutral, meaning that any difference would be imperceptible or appropriately balanced. This is because the area is defined by buildings of height and scale and it would often be read in the background of the view and it would not detract from the ability to appreciate the special interest of the heritage assets.

Looking across Chester Road, with the Grade II listed Bridgewater House in the centre, one of the towers would be highly visible adjacent to the Deansgate Square towers. The addition of a further tower creates only a minor change and the proposal

would not alter the settings or understanding or appreciation of the Grade II listed Bridgewater House and would have a negligible adverse impact.

Given the above, the proposal would not cause 'harm' to the significance of the heritage assets and no additional justification is required on heritage grounds.

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



Existing & cumulative view looking south-east across Chester Road



Existing & cumulative view from Stretford Road/Princess Road

Architectural Quality

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

High quality buildings would complement the development of the Great Jackson Street area. Whilst they do not follow the massing and scale of development set out in the SRF, it would be a more elegant design with more public space with better

separation distances, positively contributing to the group of tall buildings in this area, including Crown Street Phases 1 & 2 and Deansgate Square.

The development would improve pedestrian routes including the link to Hulme Bridge.

The use of the aluminium perforated panels would provide a subtle texture to the facade and contrast with the more reflective glazed elements. The anodised aluminium for F1 and F2 would be light blue and light green, providing a contrast to the darker and more reflective glazing on the corners. The angled, chamfered corners provide a second elevation and provide the towers with a dynamic form. These are fully glazed, providing a contrast to the solidity of the primary elevations, and wide views out from the apartment. The inclined angles of the facets, both inwards and outwards create differing reflections which animate the corners.

Sustainable Design and Construction

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

Credibility of the Design

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



Contribution to Public Spaces and Facilities

The homes and public realm would bring activity to this area. The homes and amenity uses would enliven and provide natural surveillance to the public realm and the pedestrian routes that link to other areas. The proposal would provide permeability and connect to Deansgate, Hulme, Castlefield, and First Street through enhanced pedestrian linkages across and around the site. The proposal builds upon the principles of the Great Jackson Street SRF, which define the balance between public space and density as a guiding principle for new development.

The proposed includes 0.59 ha of high quality public realm, which will be fully accessible to residents and visitors. It includes landscaping to the spaces around and between the buildings and the road network and the large central public space. It includes shrub and tree planting with private gardens accessible from inside the buildings for residents. 56 replacement trees are proposed which would mitigate against the loss of existing trees. 22 would be in the pavement to the south of Deansgate Square on Owen Street to unite the two developments. This tree provision represents a replacement ratio of well over 3:1.

The proposal public realm would support the successful delivery of the GJS area. It would create linkages to adjacent neighbourhoods, including Hulme. It would create a destination and a critical piece of the whole when combined with public realm in Great Jackson Street. There would be 0.59ha of public space and 0.29ha of private space which is enabled by the two rather than three towers.

The soft landscaping includes green space, trees and a lawned area in a large raised bed, due to the need to provide trees planted in the ground combined with underground utilities and the build-up required for the basement below. These

lawned areas would take advantage of changing sun patterns. Ramps would ensure the lawns are accessible.



Effect on the Local Environment

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

(a) Daylight, Sunlight and Overlooking

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

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

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

- Hill Quays
- Lumiere
- The Danube
- Deansgate Square
- City South

- River Street Tower
- Transition
- The Circle
- The Blade
- Elizabeth Tower C1
- Plot G Great Jackson Street

Daylight

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

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

The results should be interpreted in relation to the City Centre location where high density development is encouraged. 10,059 windows were assessed to 4,446 rooms in the 11 properties. For daylight, 5,597 (56%) would meet the BRE guidelines for VSC. For NSL, 3,374 (76%) of the 4,446 rooms would meet the BRE criteria. The impacts for each property can be summarised as follows:

Hill Quays – For VSC, 246 (67%) of 366 windows would meet the BRE criteria, 41 (53%) would be altered by 20-30%, 25 between 30-40% and 54 (22%) by more than 40%. For NSL, 135 (86%) of 157 rooms would meet the BRE criteria, 1 would experience an alteration between 30-40% and 21 (13%) would experience alterations in excess of 40% from the baseline. 103 (28%) would be to single aspect rooms. Hill Quays has deep, single aspect rooms located on the boundary facing the site. Windows are typically located beneath balconies and are recessed into deep reveals. The property has low baseline daylight levels, and less than 2% of windows meet the BRE criteria for VSC daylight in the baseline scenario. This places a high burden on the proposal to maintain existing levels, and it means that relatively small changes in daylight levels represent large proportional changes. Given the above and

considering the City Centre location, the effect on daylight to this property is considered to be minor adverse.

Lumiere, City Road East - For VSC, 71 (45%) of 159 windows would meet the BRE criteria, 26 (16%) would experience an alteration of between 20 and 30%, 33 (21%) would be altered by 30-40% and 29 (18%) by more than 40%. 52 (39%) of the windows would be to single aspect rooms. For NSL, 83 (72%) of 16 rooms would meet the BRE criteria, 11 (9%) would experience an alteration between 20-30%, 8 (7%) would be altered by 30-40% and 14 (12%) by more than 40%. 72 (45%) would be to single aspect rooms. Lumiere has deep, single aspect rooms located on the boundary facing the site. Several are beneath balconies and are in deep reveals. The property has low retained baseline daylight levels, and less than 2% of windows and 27% of rooms meet the BRE criteria for VSC and NSL daylight respectively. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. Given the above and considering the City Centre location, the effect on daylight to this property is considered to be moderate adverse.

The Danube - For VSC, 13 (48%) of the 27 windows meet the BRE criteria, 6 (22%) would be altered by 20-30%, 3 (11%) between 30-40%, and 5 (19%) in excess of 40%. For NSL, 16 (73%) of the 22 rooms assessed will meet the BRE criteria 2 (9%) would have an alteration between 20-30% and 4 (18%) would experience alterations in excess of 40%. 8 (4%) would be to single aspect rooms. The property has low retained baseline daylight levels, and none of the windows and 9% of rooms meet the BRE criteria for VSC and NSL daylight respectively. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. Overall, the impact is considered to be minor adverse.

Deansgate Square – For VSC, 2,993 (60%) of 4,986 windows meet the BRE criteria, 335 (7%) experience an alteration between 20-30%, 762 (15%) an alteration between 30-40% and 896 (18%) alterations in excess of 40%. For NSL, 1,761 (74%) of the 2,392 rooms assessed would meet the BRE criteria, 172 (7%) rooms would experience an alteration between 20-30%, 133 (5%) between 30-40% and 326 (14%) alterations in excess of 40%. 1064 (21%) would be to single aspect rooms. The overall impact on daylight on the Deansgate Square towers is considered to be minor adverse and not significant, particularly given that the apartments that would have a reduction currently receive very high levels of daylight (due to the underdeveloped nature of this site) and the reduction in average VSC levels is less than the 20% BRE target. For VSC, 879 windows that do not meet the BRE criteria serve bedrooms (which have a lesser requirement for daylight than principal habitable rooms) and most apartments overlooking the site have dual aspect accommodation, meaning they are typically lit from alternative windows that have not been included in this assessment as they face away from the site.

City South - For VSC, 92 (52%) of the 176 windows would meet the BRE criteria, 48 (27%) would experience an alteration between 20-30%, 8 (5%) an alteration between 30-40% and 28 (16%) windows alterations in excess of 40% from the baseline value. For NSL, 121 (82%) of the 148 rooms assessed would meet the BRE criteria, 15 (10%) would experience an alteration between 20-30%, 9 (6%) an alteration between

30-40% and 3 (2%) alterations in excess of 40% from the baseline value. 84 (48%) would be to single aspect rooms. The property has low retained baseline daylight levels, and none of the windows and 22% of rooms meet the BRE criteria for VSC and NSL daylight respectively. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. Rooms facing the site are typically single aspect with deep floorplates, and several windows are located beneath balconies, making the rooms/windows particularly sensitive to nearby development. 54 of the windows that do not meet the VSC daylight criteria, and 15 rooms which do not meet the NSL daylight criteria, are bedrooms, which are considered by the BRE to have a lesser requirement for daylight. The overall effect on daylight to this property is therefore considered to be minor adverse.

River Street Tower - For VSC, 216 (100%) of the 216 windows meet the BRE criteria. For NSL, 180 (100%) of the 180 rooms assessed will meet the BRE criteria. The effect on daylight to this property is therefore considered to be negligible.

Transition - For VSC, 536 (64%) of the 834 windows meet the BRE criteria, 40 (5%) would experience an alteration between 20-30%, 34 (4%) an alteration between 30-40% and 224 (27%) alterations in excess of 40% from the baseline value. For NSL, 236 (62%) of the 379 rooms assessed would meet the BRE criteria, 35 (9%) would experience an alteration between 20-30%, 52 (14%) an alteration between 30-40%, and 56 (15%) rooms alterations in excess of 40% from the baseline value. 233 (28%) would be to single aspect rooms. This property received planning permission in May 2019 (LPA ref. 116850/FO/2017) but is not yet built. As such, there are no occupants to notice any reduction in daylight and they would be aware at the time of taking occupation that the proposal is due to be redeveloped. This property therefore has a lower sensitivity to change and, in context to the Great Jackson Street Development Framework, lower daylight levels should be anticipated given the height and density of the surroundings. The impact is therefore considered to be minor adverse on this development.

The Circle (Crown Street Phase 2) - For VSC, 384 (100%) of the 384 windows would meet the BRE criteria. For NSL, 192 (100%) of the 192 rooms assessed would meet the BRE criteria. The effect on daylight to this property is therefore considered to be negligible in significance.

The Blade (Crown Street Phase 2) - For VSC, 235 (100%) of the 235 windows meet the BRE criteria. For NSL, 141 (100%) of the 141 rooms assessed would meet the BRE criteria. The effect on daylight to this property is therefore considered negligible.

Elizabeth Tower C1 - For VSC, 124 (100%) of the 124 windows meet the BRE criteria. For NSL, 50 (100%) of the 50 rooms assessed would meet the BRE criteria. The effect on daylight to this property is therefore considered negligible in significance and non-significant in EIA terms.

Plot G, Great Jackson Street - For VSC, 735 (29%) of the 2,552 windows assessed would meet the BRE criteria, 269 (11%) windows would experience an alteration between 20-30%, 344 (13%) an alteration between 30-40% and 1,204 (47%)

windows alterations in excess of 40% from the baseline value. For NSL, 459 (68%) of the 669 rooms assessed would meet the BRE criteria, 39 (6%) would experience an alteration between 20-30%, 19 (3%) an alteration between 30-40% and 152 (23%) alterations in excess of 40% from the baseline value. 911 (36%) would be to single aspect rooms. This property is not currently built although Committee was recently minded to approve it subject to a S106 agreement (LPA ref. 129273/FO/2021). As such, there are no occupants to notice any reduction in daylight and they will be aware at the time of taking occupation that the site is due to be redeveloped with a high expectation of high density development. This property therefore has a lower sensitivity to change and, in context to the Great Jackson Street Development Framework, lower daylight levels should be anticipated given the height and density of the surroundings. Furthermore, the application site is underdeveloped in the baseline scenario, meaning the proposal overlooking the site benefit from unusually high baseline daylight levels. Given the above, overall, the effect on daylight to this property is considered to be minor adverse.

Sunlight

The BRE Guide sets the following criteria:

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

Out of the 1,527 rooms assessed for APSH, 1,355 (89%) meet the BRE guidelines. 1,288 (90%) of 1,429 rooms would meet the BRE guidelines for Winter PSH. The impacts on the buildings around the site can be summarised as follows:

Hill Quays - 82 (94%) of the 87 rooms assessed would meet the BRE criteria for both annual and winter PSH. For APSH, 1 (1%) room would experience an alteration in excess of 40% from the baseline value. For winter PSH, 1 (1%) of the affected rooms would experience an alteration between 20-30% and 4 (5%) rooms would experience an alteration in excess of 40% from the baseline value. The effect on sunlight to this property is considered to be minor adverse in significance.

Lumiere - 43 (83%) of the 52 rooms meet the BRE criteria. For annual PSH, 1 (2%) room would experience an alteration between 20-30%, 3 (6%) rooms an alteration between 30-40% and 5 (9%) rooms alterations in excess of 40% from the baseline value. For winter PSH, 4 (8%) rooms would experience an alteration in excess of 40% from the baseline value. For this building baseline APSH levels are generally low and only 19% of rooms assessed meet the APSH criteria. The effect on sunlight to this property is considered to be minor adverse in significance.

The Danube - 5 (42%) of the 12 rooms assessed meet the BRE criteria. For annual PSH, 2 (17%) rooms would experience an alteration between 20-30%, 4 (33%) a reduction between 30-40% and 1 (8%) alterations in excess of 40% from the baseline value. For winter PSH, 2 (17%) of the affected rooms would experience an alteration between 20-30% and 1 (8%) an alteration in excess of 40% from the baseline value. Baseline APSH levels at this building are low, with only 25% of rooms meet the BRE

criteria, which places a burden on the development site to maintain existing sunlight levels. The effect on sunlight to this property is considered to be moderate adverse in significance.

Deansgate Square - 737 (84%) of the 880 rooms assessed meet the BRE criteria. For annual PSH, 5 (0.5%) rooms would experience an alteration between 20-30%, 28 (3%) rooms an alteration between 30-40% and 83 (9%) rooms alterations in excess of 40% from the baseline value. For winter PSH, 120 (14%) rooms would experience an alteration in excess of 40% from the baseline value. Overall, given the context of the area, this receptor would continue to receive good levels of sunlight once the proposed development is in place. The effect on sunlight to this property is considered to be minor adverse in significance.

City South - 15 (100%) of the 15 rooms meet the BRE criteria for annual and winter PSH.

River Street Tower - 27 (100%) of the 27 rooms meet the BRE criteria for annual and winter PSH.

Transition - 178 (96%) of the 186 rooms meet the BRE criteria for annual and winter PSH. For annual PSH, 4 (2%) rooms would experience an alteration between 20-30% and 4 (2%) rooms would experience an alteration between 30-40% from the baseline value. For winter PSH, 2 (1%) rooms would experience an alteration between 20-30% and 1 (0.5%) room an alteration in excess of 40% from the baseline value. The impact is considered to be negligible.

The Circle - 96 (100%) of the 96 rooms meet the BRE criteria for annual and winter PSH.

The Blade - 47 (100%) of the 47 rooms meet the BRE criteria for annual and winter PSH.

Elizabeth Tower C1 - 27 (100%) of the 27 rooms meet the BRE criteria for annual and winter PSH.

Plot G - 98 (100%) of the 98 rooms meet the BRE criteria for annual and winter PSH.

Overshadowing

The public realm areas of Deansgate Square and Crown Street Phase 2 have been assessed for overshadowing using Sun Hours on Ground (SHOG). The baseline levels for the amenity areas to Deansgate Square are low, receiving 16%, 3% and 14% SHOG on 21 March without the proposal in place. Given the low baseline levels, the reductions brought about by the proposal are proportionally much greater than were the amenity areas to meet the published BRE targets in the baseline scenario. As such, the effect on overshadowing to this amenity area is considered to be minor adverse. The proposal would have a negligible impact on the amenity areas in Crown Street Phase 2, with the SHOG being maintained.

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

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

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The Great Jackson Street Framework seeks separation distances of circa 20m where higher density developments are located. The proposed buildings are orientated at an angle to the Deansgate Square towers resulting in the main elevations being at least 20m away and avoiding direct views between the elevations. The separation distances are acceptable in the City Centre and the proposal would not have a detrimental impact in terms of overlooking on residential properties near the site.

Solar Glare

A Solar Glare Impact Assessment has assessed the impact of glare from the facades of the proposal on 19 locations where car, lorry or tram drivers could be affected based on a worst-case scenario, which includes assuming clear skies and a reflective finish to the anodised aluminium panels. The impact of the development would be minor adverse or negligible. The minor adverse impacts were found where solar reflections would occur within 30° of the driver's line of sight. However, the assessment considers that these reflections would not impair visibility of signals and no mitigation measures are considered necessary.

(b) Wind

A wind microclimate study has taken into account the different scenarios that the phasing of the development could result in and mitigation measures, including a 1.5m (H) evergreen hedge near the south corner of F2; 3no 50% porous screens (1.5m (W) x 2.5m (H)) close to the eastern corner of F1; and 2no 1.5m (H) evergreen hedges either side of the main entrance of F1, form part of the proposal. The results of the assessment indicate that the development is likely to modify the local wind environment and create both improvements as well as some localised areas where accelerated winds could prevail. Wind conditions within the site and in the vicinity of the proposed development would not breach the safety criterion and wind comfort ratings are suitable for the intended pedestrian uses. Given the above, whilst there would be some impact on the pedestrian environment in terms of safety and comfort, it is considered that, with appropriate mitigation, these would be acceptable.

(c) Air Quality

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

The Air Quality Assessment concludes that no specific mitigation measures are required for the apartments and the proposal incorporates measures to reduce air quality impacts to comply with Core Strategy Policy EN16, including: 20% Electric Vehicle Charging Points with future proofing to provide 100%; 100% cycle parking spaces and 40 visitor spaces; Improvements to pedestrian access; and Travel Plan implementation.

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

Noise and vibration

Noise during construction would be controlled using an acoustic site hoarding, equipment silencers, adhering to standard operating and delivery hours and regular communication with nearby residents.

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 the ground floor amenity areas. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the apartments are acceptable. It has also been demonstrated that the insulation scheme would not result in unacceptable overheating within the apartments. This would be subject to verification prior to occupation.

Subject to compliance with conditions in relation to the hours during which servicing can take place, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration and would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

(e) TV reception

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

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network and, whilst it would introduce additional vehicle movements these would not have a significant adverse impact on highway safety. The level of parking is acceptable and the site is close to alternative transport means.

Provision of a Well-Designed, Inclusive Environment

The design would include a mix of apartment sizes that could attract a range of occupants and help to foster a mixed community. Public realm would be provided along with private residential gardens and residential amenity facilities. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings.

The high quality public realm would provide amenity space and integrate with other areas of public realm nearby. The development would increase activity and vitality and increase passive surveillance. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

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

Relationship to Transport Infrastructure

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

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

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

Waste and Recycling

The bin stores would be located on the ground floor of each block, with access to on-street collection point. Residents would have bins for general waste; pulpable waste;

and co-mingled recyclables in their apartments and would take it to a tri-separator chute on each floor. Food waste would be bagged and taken to a purpose built bin store on the ground floor of each tower. Each tower would have 50 no. 1,100L Eurobins, split as follows:

- 25 no. 1,100L General Waste bins;
- 1 no. 1,100L Organic Waste bins;
- 12 no. 1,100L Paper / Card Waste bins; and
- 12 no. 1,100L Plastic / Metal / Glass bins.

Waste collection would be supervised by the on-site management team with bins being brought out immediately prior to collection and returned immediately after and to ensure areas are kept clean. Waste would be collected weekly via a combined strategy with the local authority waste collection company, in tandem with a private waste contractor where required.

A condition should ensure adequate waste storage and management.

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

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site, 10% of parking spaces would be fully accessible and 10% of apartments would be wheelchair adaptable. The proposal would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The homes would bring additional vitality to the area. There would be windows overlooking all frontages which would enliven the street scene and provide natural surveillance of the public realm. A Crime Impact Statement provides detailed measures that would be incorporated into the scheme which would be secured via a condition. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposals include high quality public realm with planting. Trees would be planted on street and in the public realm. The proposal would create 0.59 ha of public realm and 0.29 ha of private space and would complement that which has been delivered at Deansgate Square and Crown Street and enhance linkages to the rest of the Great Jackson Street area. The proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

An Ecological Survey found that the site comprises hardstanding, colonising vegetation and boundary vegetation. It has no statutory or non-statutory designations for nature conservation. The area is used by nesting birds but there are no significant ecological constraints and the proposal would deliver and safeguard habitats for wildlife such as birds and bats and lead to a net gain in biodiversity in accordance with the principles of the NPPF.

Contaminated Land and Impact on Water Resources

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

Flood Risk

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

The homes would be designed to reduce mains/potable water consumption and have water efficient devices and equipment. A water efficiency strategy would include 'A' rated appliances.

Summary of Climate Change Mitigation

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

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. An enhanced 'fabric-led' material specification, renewable energy generation plus high-quality design and construction standards would improve the energy efficiency of the buildings. In accordance with Policies EN 4 and EN 6, the energy strategy would secure 52.59% betterment over Building Regulations Part L1a 2021.

The building would utilise a full electric strategy and all accommodation would have MVHR to reduce the heat losses and energy demands. Split system heat pumps would be used in the non-domestic areas. High performance thermal insulation would be provided throughout the building envelope (ensuring very low U-values for all heat loss elements) and thermally efficient windows and doors would minimise heat loss through the main building elements. Low energy and LED lighting would be used

throughout the site and common areas would have PIR control and photocell dimming controls. High efficiency hot water storage and water saving measures would be employed, including water efficient devices and equipment, 'A' rated appliances and sanitary fixtures specified to achieve a calculated daily consumption of <105litres/person/day. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport. There would be 1028 cycle spaces, 59 Electric Vehicle Charging Points with future proofing for further provision, improvements to pedestrian access and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

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

Response to Neighbour Representations

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

Glare – Discomfort glare to residents within adjacent buildings can be controlled using shading devices such as blinds or curtains and any impact is therefore not expected to be significant.

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

Lack of facilities – There would be a commercial unit on Plot G and there is a doctors' surgery, school and park being developed at Crown Street.

Tri-separator bin chutes do not work – With familiarity of use and regular maintenance, the applicant has found the chutes to operate successfully in its other towers. The applicant has a policy that if the chute is unable to separate materials (often as a result of large inappropriate items being placed into them, such as Christmas trees), then it is positioned into an 'open' position, where all the refuse is collected in the basement and the recyclable materials sorted appropriately before being picked up at street level.

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

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

Additional flats not required and would be sold to overseas investors – The applicant has achieved high levels of occupancy at Deansgate Square and there remains a substantial need for high quality homes in this part of the City Centre.

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

Conclusion

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

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

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

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

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

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

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations)

have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

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

Article 35 Declaration

In assessing the merits of an application for planning permission officers seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to highways, aviation safeguarding and amenity.

Condition(s) attached to this decision

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

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

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

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

Context Drawings

10334-Z1-SHP-G000-PL-Grd-B5D803 P01 Site Wide - Application Boundary Plan
10334-Z1-SHP-G000-PL-Grd-B5D804 P02 Site Wide - Ground Phasing Plan
10334-Z1-SHP-G000-PL-B1-B5D801 P01 Site Wide – Basement Phasing Plan
10334-Z1-SHP-G000-PL-Grd-B5D805 P01 Site Wide - Reference Plan
10334-Z1-SHP-JC20-PL-Grd-B5D801 P01 Site Wide - Demolition Plan

Site Wide Plans

10334-Z1-SHP-G100-PL-B3-B5D801 P01 Site Wide Plan - Level B3 Basement
10334-Z1-SHP-G100-PL-B2-B5D801 P01 Site Wide Plan - Level B2 Basement
10334-Z1-SHP-G100-PL-B1-B5D801 P01 Site Wide Plan - Level B1 Basement
10334-Z1-SHP-G100-PL-Grd-B5D801 P02 Site Wide Plan - Level 00 Entrance Level
10334-Z1-SHP-G100-PL-01-B5D801 P02 Site Wide Plan - Level 01 Amenity Level
10334-Z1-SHP-G100-PL-02-B5D801 P02 Site Wide Plan - Level 02 Minimum
apartment level
10334-Z1-SHP-G100-PL-04-B5D801 P02 Site Wide Plan - Level 04 Typical
apartment level
10334-Z1-SHP-G100-PL-05-B5D801 P02 Site Wide Plan - Level 05 Typical
apartment level
10334-Z1-SHP-G100-PL-11-B5D801 P02 Site Wide Plan - Level 11 Maximum
apartment level
10334-Z1-SHP-G100-PL-49-B5D801 P02 Site Wide Plan - Level 49 Lower Duplex
Level
10334-Z1-SHP-G100-PL-50-B5D801 P02 Site Wide Plan - Level 50 Upper Duplex
Level
10334-Z1-SHP-G100-PL-51-B5D801 P02 Site Wide Plan - Plan - Level 51
10334-Z1-SHP-G100-PL-RF-B5D801 P02 Site Wide Plan - Top of Parapet

F1 Tower Plans

10334-F1-SHP-G200-PL-B3-B5D801 P01 GA Plan - Level B3 Basement
10334-F1-SHP-G200-PL-B2-B5D801 P01 GA Plan - Level B2 Basement
10334-F1-SHP-G200-PL-B1-B5D801 P01 GA Plan - Level B1 Basement
10334-F1-SHP-G200-PL-Grd-B5D801 P02 GA Plan - Level 00 Entrance Level
10334-F1-SHP-G200-PL-01-B5D801 P02 GA Plan - Level 01 Amenity Level
10334-F1-SHP-G200-PL-02-B5D801 P02 GA Plan - Level 02 Minimum apartment
level
10334-F1-SHP-G200-PL-04-B5D801 P02 GA Plan - Level 04 Typical apartment level
10334-F1-SHP-G200-PL-05-B5D801 P02 GA Plan - Level 05 Typical apartment level
10334-F1-SHP-G200-PL-11-B5D801 P02 GA Plan - Level 11 Maximum apartment
level
10334-F1-SHP-G200-PL-49-B5D801 P02 GA Plan - Level 49 Lower Duplex Level
10334-F1-SHP-G200-PL-50-B5D801 P02 GA Plan - Level 50 Upper Duplex Level
10334-F1-SHP-G200-PL-51-B5D801 P02 GA Plan - Level 51

10334-F1-SHP-G200-PL-RF-B5D801 P01 GA Plan - Roof level

F2 Tower Plans

10334-F2-SHP-G200-PL-B2-B5D801 P01 GA Plan - Level B2 Basement
10334-F2-SHP-G200-PL-B1-B5D801 P01 GA Plan - Level B1 Basement
10334-F2-SHP-G200-PL-Grd-B5D801 P02 GA Plan - Level 00 Entrance Level
10334-F2-SHP-G200-PL-01-B5D801 P02 GA Plan - Level 01 Amenity Level
10334-F2-SHP-G200-PL-02-B5D801 P02 GA Plan - Level 02 Minimum apartment
level
10334-F2-SHP-G200-PL-04-B5D801 P02 GA Plan - Level 04 Typical apartment level
10334-F2-SHP-G200-PL-05-B5D801 P02 GA Plan - Level 05 Typical apartment level

10334-F2-SHP-G200-PL-11-B5D801 P02 GA Plan - Level 11 Maximum apartment level
10334-F2-SHP-G200-PL-49-B5D801 P02 GA Plan - Level 49 Lower Duplex Level
10334-F2-SHP-G200-PL-50-B5D801 P02 GA Plan - Level 50 Upper Duplex Level
10334-F2-SHP-G200-PL-51-B5D801 P02 GA Plan - Level 51
10334-F2-SHP-G200-PL-RF-B5D801 P02 GA Plan - Roof level
10334-F2-SHP-G200-SK-Grd-008 P01 – F2 Ground Floor Bin Collection Point
10334-F1-SHP-G200-SK-Grd-010 P01 – F1 Ground Floor Bin Collection Point

Site Wide Elevations

10334-Z1-SHP-G100-EL-XX-B5D801 P01 Site Wide North Elevation
10334-Z1-SHP-G100-EL-XX-B5D802 P01 Site Wide South Elevation
10334-Z1-SHP-G100-EL-XX-B5D803 P01 Site Wide East Elevation
10334-Z1-SHP-G100-EL-XX-B5D804 P01 Site Wide West Elevation
10334-Z1-SHP-G100-EL-XX-B5D805 P01 Site Wide Elevation Section AA
10334-Z1-SHP-G100-EL-XX-B5D806 P01 Site Wide Elevation Section BB
10334-Z1-SHP-G100-SE-XX-B5D801 P01 Site Wide - Long section

F1 Elevations

10334-F1-SHP-G100-EL-XX-B5D801 P01 F1 Elevation
10334-F1-SHP-G200-EL-XX-B5D801 P01 GA Podium Elevation

F2 Elevations

10334-F2-SHP-G100-EL-XX-B5D801 P01 F2 Elevation
10334-F2-SHP-G200-EL-XX-B5D801 P01 GA Podium Elevation 8.0 Detailed Elevations
10334-F1-SHP-G251-DE-XX-B5D801 P01 F1 Tower - Typical detailed elevation
10334-F1-SHP-G251-DE-XX-B5D802 P01 F1 Tower - Minimum corner detailed elevation
10334-F1-SHP-G251-DE-XX-B5D803 P01 F1 Tower - Parapet detailed elevation
10334-F1-SHP-G251-DE-XX-B5D804 P01 F1 Podium - Typical elevation
10334-F2-SHP-G251-DE-XX-B5D801 P01 F2 Tower - Typical detailed elevation
10334-F2-SHP-G251-DE-XX-B5D802 P01 F2 Tower - Maximum corner detailed elevation
10334-F2-SHP-G251-DE-XX-B5D803 P01 F2 Tower - Parapet detailed elevation
10334-F2-SHP-G251-DE-XX-B5D804 P01 F2 Podium - Typical elevation

Landscape Drawings

Z1-TPM-G710-PL-XX-3851 101 P02 Landscape General Arrangements
F1-TPM-G710-PL-XX-3851 102 P01 Tower F1: Ground Floor Private Garden
F2-TPM-G710-PL-XX-3851 103 P01 Tower F2: Ground Floor Private Garden
Z1-TPM-G710-PL-XX-3851 104 P02 Hardworks
Z1-TPM-G710-PL-XX-3851 105 P02 Lighting Layout
Z1-TPM-G710-PL-XX-3851 201 P02 Public Realm: Planting Plan
F1-TPM-G710-PL-XX-3851 202 P01 Tower F1: Private Garden Planting Plan
F2-TPM-G710-PL-XX-3851 203 P01 Tower F2: Private Garden Planting Plan

21-TPM-G710-PL-XX-3851 101 P1 Plot F Proposed Trees

Reports

PR-TPM-G710-RP-GRD-3851 501 P02 Landscape Design Statement
PR-TPM-G710-RP-GRD-3851 502 P01 Landscape Management Report
PR-TPM-G710-RP-GRD-3851 503 P01 Tree Management Strategy
10334-Z1-SHP-A180-RP-XX-B5D802 P03 Design and Access Statement dated October 2021 by SimpsonHaugh and Partners
10334-Z1-SHP-A180-RP-XX-B5D803 P01 Design and Access Statement Addendum dated December 2021 by SimpsonHaugh and Partners
Television Desk-Based Report by Pager Power dated October 2021
Radar Mitigation Scheme agreed with NATS (En Route) plc;
Highways and Transport - Post-Submission Response by Curtins dated 25 February 2022;
Environmental Statement Non-Technical Summary dated November 2021;
Environmental Statement: Volume 1 dated November 2021;
Environmental Statement: Volume 2 dated October 2021;
Archaeological Desk-Based Assessment Report No. SA/2021/31 Version 1 by Salford Archaeology;
Aviation Safety Assessment dated October 2021 by Pager Power
Broadband Connectivity Assessment dated October 2021 by Pager Power
Crime Impact Statement 15 July 2021 Reference: 2021/0264/CIS/01 by Greater Manchester Police;
Management Strategy by Zenith Property Management received by the City Council as local planning authority on 12 November 2021;
Fire Statement Form received by the City Council as local planning authority on 12 November 2021;
Plot F Local Labour Agreement – July 2021;
Summertime Internal Environment CIBSE TM59 Overheating Analysis by Futureserv Ltd
Environmental Standards and Energy Statement Ref: 2021.072 dated November 2021 by Element Sustainability;
Written Scheme of Investigation for an Archaeological Evaluation by Salford Archaeology Revision 1.0 dated 5 November 2021;
Planning and Tall Building Statement dated November 2021 by Deloitte;
Acoustics Ventilation & Overheating Assessment Technical Note Ref: T01-PR0660-MPF dated 3/11/2021 by Fisher Acoustics;
Arboricultural Impact Assessment with Tree Protection Measures dated 22 July 2021 by Godwins Arboricultural Limited;
Ecological Survey and Assessment dated October 2021 by ERAP;
Flood Risk Assessment and Drainage Strategy Revision V05 Ref: 078524-CUR-XX-XX-RP-C-92001 dated 20 October 2021 by Curtins;
Geotechnical and Geoenvironmental Desk Study dated 8 October 2021 by Coffey;
HSE Substantive Response pgo-0684 by Hoare Lea.

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

3) The development shall be phased in accordance with drawing numbers 10334-Z1-SHP-G000-PL-Grd-B5D804 Revision P02 Site Wide – Ground Phasing Plan and 10334-Z1-SHP-G000-PL-B1-B5D801 P01 Site Wide – Basement Phasing Plan.

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

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

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

5) If a bat is found during demolition all work shall cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England shall also be informed. Demolition shall then be carried out in accordance with the safeguarding measures.

Reason – In order to provide protection to bats, pursuant to Policy EN15 of the Core Strategy.

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

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

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

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

8) a) Prior to the commencement of development within Phase 1, 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 that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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 Phase shall not commence until a scheme for the investigation and the identification of

remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase 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 Local Planning Authority.

b) When the development within Phase 1 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 Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase 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 Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

9) Prior to the commencement of development in Phase 1 (excluding demolition works) a programme of archaeological works shall be undertaken in line with the Written Scheme of Investigation (WSI) for an Archaeological Evaluation of Plot F, Great Jackson Street Version 1, dated 5 November 2021. The works are to be undertaken in accordance with the WSI, which covers the following:

1. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

10) a) Prior to the commencement of development within Phase 1, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

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

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

(b) Within six months of the first occupation of Phase 1, details of the results of the scheme shall be submitted for consideration.

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

10) Prior to the commencement of development within Phase 1, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

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

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.

11) Prior to the commencement of development within Phase 1, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same

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

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

12) Prior to the commencement of development within Phase 1, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

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

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting;
- (vii) Details of any external steps and handrails;
- (viii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.
- (ix) All the features required for wind mitigation as set out in Chapter 14 'Wind Microclimate' of the Environmental Statement Volume 1.

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

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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

14) Prior to the commencement of development within Phase 1 full details, including large scale annotated plans, elevations and cross sections, of all the ground floor (podium) elevations of Building F2 shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity, pursuant to Policy DM1 of the Core Strategy.

15) The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 078524 CUR XX XX DR C 092500, Rev P03 dated 22/03/21 by Curtins. For the avoidance of doubt, surface water shall drain at the restricted rate of 115 l/s. No surface water shall be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

16) Prior to the commencement of development within Phase 1, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- o Consideration of alternative green SuDS solution if practicable;

- o Details and calculations of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to

the existing rates, as the site is located within Conurbation Core Critical Drainage Area;

- o For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event;

- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;

- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- o 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;

- o Details of drainage to prevent surface water flows into basement levels.

- o 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;

- o As the site is proposed to drain to a Main River the Environment Agency should be consulted. An email of acceptance of proposed flows will suffice. The Environment Agency should also be consulted to confirm the level of surcharge which should be used on the outfall for the proposed hydraulic model;

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

- o Hydraulic calculation of the proposed drainage system;

- o Construction details of flow control and SuDS elements.

The approved scheme shall be implemented before first occupation of Phase 1.

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

17) No development within Phase 1 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of Phase 1 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

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

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

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

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

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

19) Prior to the commencement of development within Phase 1, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

- a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated October 2021 before development commences. The work shall be undertaken either by an aerial

installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

20) a. The development within Phase 1 hereby approved shall be carried out in accordance with:

Environmental Noise Survey, Plot F Great Jackson Street, Manchester, Fisher Acoustics, Reference: PR0660-REP01-MPF, November 2021; and

Technical Note: Acoustics, Ventilation and Overheating Assessment, Fisher Acoustics, Reference: T01-PR0660-MPF, 3rd November 2021.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development within Phase 1 conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units within Phase 1 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units within Phase 1 are first occupied.

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

21) a) The premises within Phase 1 shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before first occupation of the premises within Phase 1.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of Phase 1 of the development a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

22) Prior to first occupation of Phase 1, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Prior to occupation of Phase 1 of the development a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

23) The mitigation measures set out in Chapter 6 'Air Quality' of the Environmental Statement and the email from Jennifer Chatfield dated 28 January 2022 and relating to Phase 1 of the development shall be carried out in full prior to first occupation of Phase 1 of the development and shall remain in situ whilst the development is in operation.

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

24) The Waste Management Strategy within the Design & Access Statement Z1-SHP-A180-RP-XX-B5D802 | REVISION P03 dated October 2021 and the Transport Statement by Curtins and drawing number 10334-F2-SHP-G200-SK-Grd-008 P01 F2 Ground Floor Bin Collection Point relating to Phase 1 of the development shall be implemented as part of Phase 1 of the development and shall remain in situ whilst the use or development is in operation.

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

25) During the operational phase of Phase 1, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

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

26) a. External lighting within Phase 1 shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to installation of the lighting.

b. Prior to occupation of Phase 1 of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and timescales for implementation.

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.

27) Development within Phase 1 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement 15 July 2021 reference 2021/0264/CIS01 by Greater Manchester Police, as relevant to that phase. No building within Phase 1 shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

28) No part of Phase 1 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

29) No part of Phase 1 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

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

30) The wind mitigation measures set out in the Wind Microclimate report by WSP within the Environmental Statement and shown in the approved drawings shall be implemented before first occupation of Phase 1 of the development.

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

31) Before first occupation of Phase 1 of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

32) The development within Phase 1 shall not be occupied unless and until the mitigation measures in Section 5 of the Flood Risk Assessment and Drainage Strategy Report Ref: 078524-CUR-XX-XX-RP-C-92001 V05 by Curtins have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

33) a. The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points, together with 80% of the car parking spaces fitted with infrastructure for future electric car charging capability) set out in the approved drawings and documents hereby approved shall be put in place before the car park use within Phase 1 commences and shall be retained thereafter.

b. The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 31 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

34) Prior to the first occupation of the residential element of Phase 1, a scheme of off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority to include the following:

- Dropped kerbs and tactile paving to the junctions of City Road East/Medlock Street and Great Jackson Street/Chester Road;

The approved scheme shall be fully implemented prior to the first occupation of Phase 1.

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).

35) The development hereby approved shall include for full disabled access to be provided to the public realm and via the main entrances to the buildings and to the floors above.

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

36) Vehicular access to Phase 1 of the development for servicing, emergency and drop-off/pick-up vehicles shall take place in accordance with the approved drawings and documents.

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

37) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 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 pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

38) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 1, including the roofs.

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

39) a) Prior to the commencement of development within Phase 2, 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 that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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 Phase shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase 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 Local Planning Authority.

b) When the development within Phase 2 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 Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development phase is occupied, then development shall cease and/or the development phase 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 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.

40) Prior to the commencement of development in Phase 2 (excluding demolition works) a programme of archaeological works shall be undertaken in line with the Written Scheme of Investigation (WSI) for an Archaeological Evaluation of Plot F, Great Jackson Street Version 1, dated 5 November 2021. The works are to be undertaken in accordance with the WSI, which covers the following:

1. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

41) a) Prior to the commencement of development within Phase 2, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

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

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

(b) Within six months of the first occupation of Phase 2, details of the results of the scheme shall be submitted for consideration.

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

42) Prior to the commencement of development within Phase 2, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

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

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.

43) Prior to the commencement of development within Phase 2, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

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

44) Prior to the commencement of development within Phase 2, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in

accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

45) Prior to the commencement of development within Phase 2, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting;
- (vii) Details of any external steps and handrails;
- (viii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance.
- (ix) All the features required for wind mitigation as set out in Chapter 14 'Wind Microclimate' of the Environmental Statement Volume 1.

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

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

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

46) Prior to the commencement of development within Phase 2 full details, including large scale annotated plans, elevations and cross sections, of all the ground floor (podium) elevations of Building F1 shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity, pursuant to Policy DM1 of the Core Strategy.

47) The drainage for Phase 2 of the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 078524 CUR XX XX DR C 092500, Rev P03 dated 22/03/21 by Curtins. For the avoidance of doubt, surface water shall drain at the restricted rate of 115 l/s. No surface water shall be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

48) Prior to the commencement of development within Phase 2, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- o Consideration of alternative green SuDS solution if practicable;
- o Details and calculations of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- o For developments which were previously developed, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must be as close as reasonably practicable to the greenfield runoff rate from the development for the same rainfall event, but should never exceed the rate of discharge from the development prior to redevelopment for that event;
- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations;
- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- o 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;
- o Details of drainage to prevent surface water flows into basement levels.
- o 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;
- o As the site is proposed to drain to a Main River the Environment Agency should be consulted. An email of acceptance of proposed flows will suffice. The Environment Agency should also be consulted to confirm the level of surcharge which should be used on the outfall for the proposed hydraulic model;
- o Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved;
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

The approved scheme shall be implemented before first occupation of Phase 2.

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

49) No development within Phase 2 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented before first occupation of Phase 2 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

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

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

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

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

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

51) Prior to the commencement of development within Phase 2, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated October 2021 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

52) a. The development within Phase 2 hereby approved shall be carried out in accordance with:

Environmental Noise Survey, Plot F Great Jackson Street, Manchester, Fisher Acoustics, Reference: PR0660-REP01-MPF, November 2021; and

Technical Note: Acoustics, Ventilation and Overheating Assessment, Fisher Acoustics, Reference: T01-PR0660-MPF, 3rd November 2021.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development within Phase 2 conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units within Phase 2 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units within Phase 2 are first occupied.

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

53) a) The premises within Phase 2 shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before first occupation of the premises within Phase 2.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125HZ octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

b) Prior to occupation of Phase 2 of the development a verification report to validate that the work undertaken throughout Phase 2 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning

authority. The verification report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

54) Prior to first occupation of Phase 2, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Prior to occupation of Phase 2 of the development a verification report to validate that the work undertaken throughout Phase 2 of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

55) The mitigation measures set out in Chapter 6 'Air Quality' of the Environmental Statement and the email from Jennifer Chatfield dated 28 January 2022 and relating to Phase 2 of the development shall be carried out in full prior to first occupation of Phase 2 of the development and shall remain in situ whilst the development is in operation.

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

56) The Waste Management Strategy within the Design & Access Statement Z1-SHP-A180-RP-XX-B5D802 | REVISION P03 dated October 2021 and the Transport Statement by Curtins and drawing number 10334-F2-SHP-G200-SK-Grd-008 P01 F2 Ground Floor Bin Collection Point relating to Phase 2 of the development shall be implemented as part of Phase 2 of the development and shall remain in situ whilst the use or development is in operation.

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

57) During the operational phase of Phase 2, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

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

58) a. External lighting within Phase 2 shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority prior to installation of the lighting.

b. Prior to occupation of Phase 2 of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and timescales for implementation.

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.

59) Development within Phase 2 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement 15 July 2021 reference 2021/0264/CIS01 by Greater Manchester Police, as relevant to that phase. No building within Phase 2 shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

60) No part of Phase 2 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

61) No part of Phase 2 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

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

62) The wind mitigation measures set out in the Wind Microclimate report by WSP within the Environmental Statement and shown in the approved drawings shall be implemented before first occupation of Phase 2 of the development.

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

63) Before first occupation of Phase 2 of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

64) The development within Phase 2 shall not be occupied unless and until the mitigation measures in Section 5 of the Flood Risk Assessment and Drainage Strategy Report Ref: 078524-CUR-XX-XX-RP-C-92001 V05 by Curtins have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

65) a. The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points, together with 80% of the car parking spaces fitted with infrastructure for future electric car charging capability) set out in the approved drawings and documents hereby approved shall be put in place before the car park use within Phase 2 commences and shall be retained thereafter.

b. The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 63 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

66) Prior to the first occupation of the residential element of Phase 2, a scheme of off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority to include the following:

- Dropped kerbs and tactile paving to the junctions of City Road East/Medlock Street and Great Jackson Street/Chester Road;

The approved scheme shall be fully implemented prior to the first occupation of Phase 2.

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).

67) Vehicular access to Phase 2 of the development for servicing, emergency and drop-off/pick-up vehicles shall take place in accordance with the approved drawings and documents.

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

68) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 2, including the roofs.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 132199/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)**

**Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Regeneration
Urban Design & Conservation
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Civil Aviation Authority
National Air Traffic Safety (NATS)
Natural England
GM Fire Rescue Service
Greater Manchester Ecology Unit
Sport England
Planning Casework Unit**

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
GM Fire Rescue Service
Greater Manchester Ecology Unit
Sport England

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

