Application Number	Date of Appln	Committee Date	Ward
132626/FO/2022	23 Dec 2021	31 May 2022	Piccadilly Ward

Proposal Erection of 15 storey building comprising 54 apartments (Use Class C3) with associated residential facilities (residents lounge and terrace and office space), 2 car parking spaces and 57 cycle parking spaces, landscaping, access and associated development.

Location 48 Store Street, Manchester, M1 2WA

Applicant , M1 Piccadilly Ltd, C/o Agent

Agent Mrs Diane Ellis, Zerum Consult, 4 Jordan Street, Manchester, M15 4PY

EXECUTIVE SUMMARY

The proposal is for 54 homes in a 15 storey building. There are 31 objections and 1 letter of support. The objections relate to: design and scale, townscape, affordable housing, amenity including sunlight and daylight, privacy and living conditions of adjacent residents, traffic, highways and parking provision, loss of trees and biodiversity and the consultation process.

Key Issues:

Principle of the proposal and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield, previously developed site. It is part of the HS2 SRF and adjacent to the Portugal Street East SRF. The proposal would provide one, two and three bedroom homes which meet the Council's space standards. 2 car parking spaces are proposed. There would be an active street frontage to Store Street and enhanced legibility to create a more vibrant and safe pedestrian environment.

Economic: The development would create 78 full time equivalent jobs over the 18 month build period plus jobs connected to supply chain expenditure. Total net GVA from construction would generate around £4.59 million within the local economy. Council tax revenue is estimated to be in excess of £777,700 over a 10 year period.

Social: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The development would be fully accessible and 1 car parking space would be suitable for use by a disabled person.

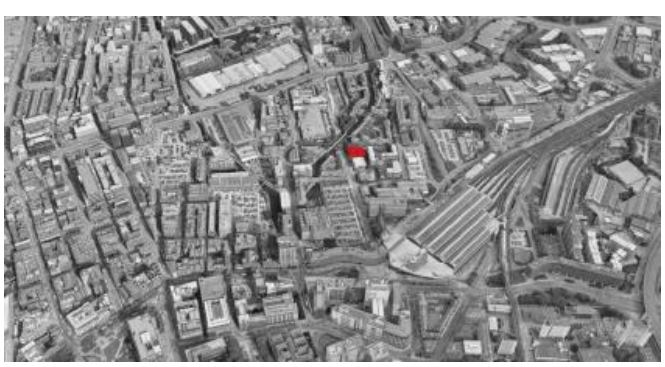
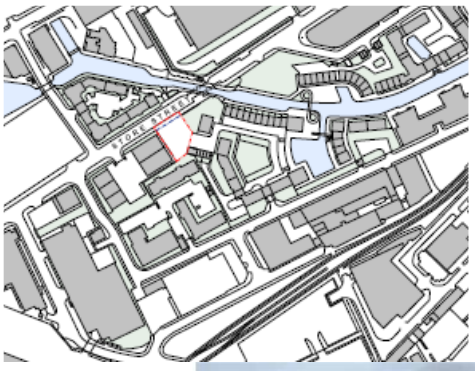
Environmental: This would be a low carbon development in a highly sustainable location. The development would be all electric and meet a some on site energy needs through renewable technologies. There would be no unduly harmful impacts on traffic and local air quality. Any impacts can be mitigated. Green roof, planting on the external terrace and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and would include SuDS features such as

rain gardens in the public realm. The ground conditions are not complex or unusual. The development of the site would enhance the area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

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

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

DESCRIPTION OF SITE


This 0.07ha site is bounded by Store Street, a 2 storey commercial building and residential development at Piccadilly Village and Chapeltown St. It is vacant and all trees and vegetation were cleared in 2021 to allow investigative works to establish the feasibility of development. A retaining wall on the northern boundary, restricts access to the site and currently it can only be accessed from Piccadilly Village. The site slopes down to Store Street by about 4.5m. Some boundaries have fencing. There is an area of mature tree planting in front of the residential blocks.

The grade II* listed Ashton canal aqueduct crosses Store Street nearby. Other listed buildings close to the site include the Stable block to the south east of Junction Works, 40 Ducie Street, Crusader Works and London Warehouse (all Grade II

Listed). Stevenson Square Conservation Area is 250m away from the site and Ancoats Conservation Area 500m.

The site is 250 m South West of Piccadilly Station and is close to all sustainable transport options. It has been used for industrial activities since the nineteenth century and buildings were demolished in the late 20th century following which self-seeded trees and vegetation became established.

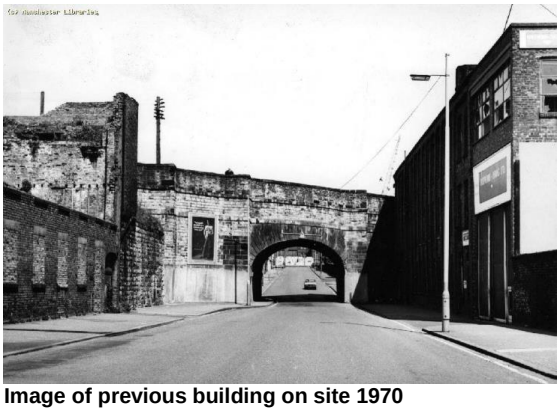
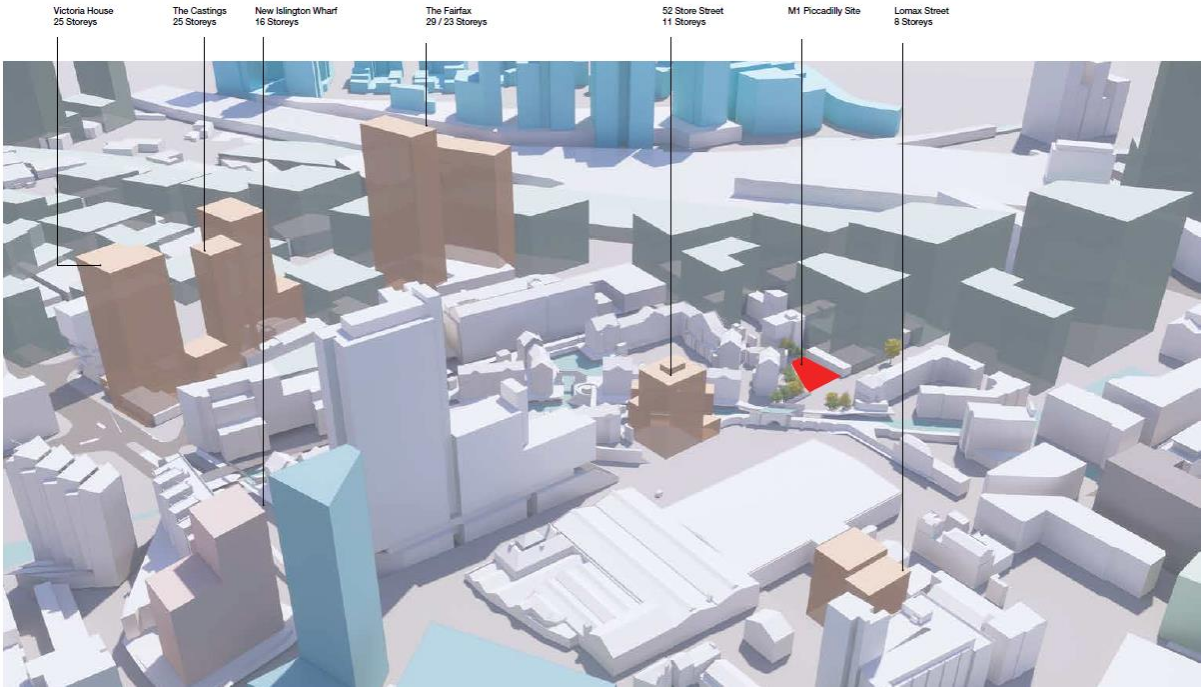


Image of previous building on site 1970

There are 3 and 4 storey residential blocks which typify Piccadilly Village around the Canal to the rear and a 5 storey residential block directly opposite. Jutland House, Navigation House, Wharf Close and Paradise Wharf vary in height from 6 - 8 storeys. There are well established residential communities immediately adjacent, but this part of Store Street has been dominated by light industrial uses for some time. A major residential development has recently been completed at the junction of Great Ancoats Street and Store Street (part 32, 16 and 12 storeys) and permission has been granted for a residential scheme on the opposite side of the Aqueduct (part 4, part 11 storey application ref no 126608/FO/2020).

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

122000 -Victoria House part 25 part 3 storey residential;
127317-The Castings – Part 25,21,14 and 7 storey residential;
121099 -The Fairfax -2 residential blocks (29 and 23 storeys); and
The Leonardo Hotel (122599) (part 13 part ,14 storey)
Consent was also recently granted for a 15 storey building (Ferrous) on Chapeltown Street.



Emerging developments HS2 SRF / Store Street /Piccadilly Village

The site is also close to the Piccadilly Basin SRF; Mayfield SRF; Ancoats & New Islington Neighbourhood Development Framework; Holt Town Regeneration Framework; and the Kampus SRF

The site is close to Piccadilly Station, New Islington metro-link stop and the Inner Relief Route with access to all sustainable transport options. Pedestrian connections and permeability are compromised by traffic and the area feels disconnected from Ancoats and New Islington. There are surface car parks near to the site and a multi-storey car park adjacent to Piccadilly Station.

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

The following now expired consents for residential schemes have been approved at the site:

070326/FO/2003/C3 – Construction of a 9-storey building with 16 apartments with parking and landscaping approved 21 February 2006.
107245/FO/2014/C2 – Erection of 13 storey building with 34 apartments with D2 (Assembly and Leisure) on the ground floor approved 4 March 2016.

DESCRIPTION OF PROPOSALS

Consent is sought for a 15 storey building of 54 apartments (Use Class C3) with 16 one bed, 2 studios, 33 two bed and 3 three bed. There would be a resident's lounge, a terrace and office space, 2 parking spaces and 57 cycle parking spaces. There would be PV cells at roof level.

The reception area would be double height. There would be a cycle store, plant room and refuse store on the ground floor. The refuse store would have an external access point for collection. A turntable would allow vehicles to enter and leave the site in forward gear.

A shared work/ social lounge with three workspace/ meeting rooms would be provided at 1st floor with a covered terraced on the northern elevation. Some apartments would have private terraces at roof level and on levels 13 and 14. There would be a green roof on the covered area over the parking and cycle store.

Ground floor plan proposed

Each apartment would have a mechanical ventilation heat recovery (MVHR) system which allows a tightly sealed and correctly ventilated environment to be created and a reduction in heat loss and improved air quality. Residents would have access to openings to give them control over their environment which would be used for overheating. All apartments would have as a minimum dual-aspect views.

Enabling works will be necessary prior to commencement of development to break up and level the site and provide and construct retaining structures.

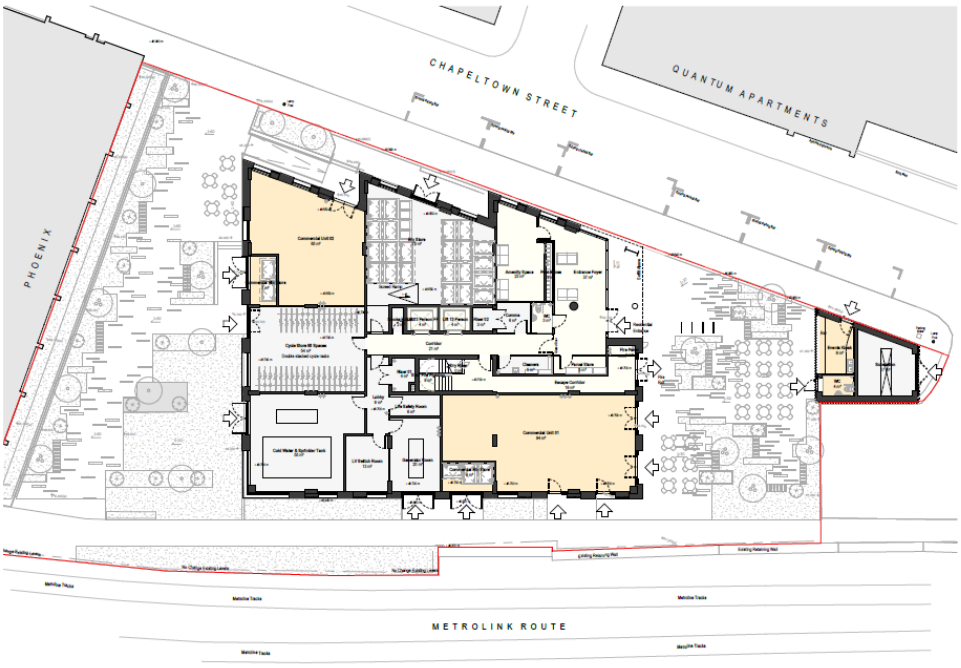
The building would have a tripartite subdivision with a clear base, middle and top. It would have a chamfered plan form broken up through cut outs at ground floor and on the upper levels. All homes would have a Juliet balcony.

The facade would have three gold / champagne anodised aluminium panel types, including a perforated panel, with tonal variations. There would be metal fins that decrease in size and density from the lower to the upper floors in the perforated panels. Perforated vent panels would cover the ventilation louvres.

The ground floor entrance would be double height with large areas of glazing. |A dark reconstituted stone base would provide some solidity at ground floor. The first floor terrace and glazing would contribute to activity on Store Street.

Store Street Entrance Visualisation

Typical facade visualisation



Level 00 Ground Floor

The homes would comply with or exceed the Residential Quality Guide standards and the 1st floor roof terrace would provide communal space. 6 apartments could be adapted to meet changing needs including those of older and disabled people.

A day time onsite management / concierge service would manage deliveries, reception and communal areas. On site security would be in place to manage access / egress to the building during the evening.

A Framework Travel Plan has been provided. A refuse store in the service yard would comply with 'GD 04 Waste Storage and Collection Guidance for New Developments Version: 6.00', with general; co-mingled; organic and pulpable waste streams. Refuse collections would be by the City Council from Store Street. The management company will move the bins to this area on collection day. Residents would segregate waste in their homes and take it to the internal store. Delivery vehicles would use this area. Temporary drop-off would be on Store Street with vehicles stopping in close proximity to the residential entrance.

In addition to the 54 internal cycle parking spaces, three secure spaces would be provided for visitors. One of the parking spaces would be for a disabled person. Two parking spaces would be EV enabled and the applicants would fund a car club bay.

There would be hard landscaping around the site perimeter including upgrades to the pavement area in front of the site on Store Street.

The application is supported by Drawings; - Design and Access Statement, Air Quality Assessment; Archaeological Assessment; Green and Blue Infrastructure Assessment; Broadband Connectivity Assessment; Construction Management Plan; Waste Management Plan; Crime Impact Statement; Daylight/ Sunlight Assessment; Ecology Phase 1; Environmental Standards and Circular Economy Statement; Ground Conditions Report Phase 1; Heritage Assessment; Local Labour Agreement; Noise Impact Assessment; Residential Management Statement; Drainage Strategy

including SuD's; Transport Statement and Travel Plan; TV and Radio Reception Survey; Ventilation, Extraction and Odour; Wind Assessment; Viability Assessment; Town and Visual Impact Assessment; and Fire Statement,

Consultations.
Publicity – Nearby residents and businesses have been notified and the application has been advertised in the local press as a major development, a public interest development, affecting the setting of listed buildings and affecting a public right of way. 1 letter of support and 31 letters of objection have been received (including 1 on behalf of 6 residents).

The letter of support states that it seems a good scheme and more residential is needed in the area. I only became aware of it as local ward councillors are actively campaigning against the scheme, rather than asking all their constituents their own views on the development, which separately I feel is not impartial.

The comments from objectors relate to concerns about: design and scale and impacts on townscape, affordable housing, impacts on amenity, privacy and overlooking, sunlight and daylight, loss of trees /on ecology, traffic, highways and parking provision and the consultation process. A summary is outlined below:

Design and Scale and impacts on Townscape

- This an area characterised by low rise buildings and the height is not consistent; This is unnecessary "for profit only," development in a relatively low rise street. This eyesore will overlook existing properties at one street width and dominate existing residences, blocking light and views;
- The development would shoe-horn between the Ashton canal and buildings on Store Street in advance of HS2, with the objective of increased value after HS2;
- The previous permissions were for smaller buildings with less impact on the adjacent properties, particularly in regard to visual impact and local character. References are made in the application, particularly the TVA about the significant impact on users and residents (eg Section 5.36 in the Planning Statement, Sections 4.7.7 – 4.7.9 of the TVA report). This is not addressed in any meaningful way in the application;
- Section 5.1.3 of the TVA states "Immediately north of the site is a cluster of development around the Cheshire ring of the Ashton Canal. This comprises of Jutland House, Navigation House, Wharf Close and Paradise Wharf. The height of the blocks varies from typically 6 - 8 storeys." This is somewhat of a mischaracterisation of the immediate neighbours. None of the buildings in the Wharf Close development are more than 6 stories in height from Store Street level;
- Section 5.5 (Viewpoint 4) makes no mention of the visual impact to Wharf Close, which is a significant oversight. This is most clearly demonstrated by the architectural drawings (e.g. Elevation CC, DD and EE; Section AA) which clearly show that the proposal is much taller than surrounding residential buildings at Wharf Close and Piccadilly Village. The selected viewpoints seem to deliberately avoid this issue;

- There are plenty of other areas outside the city centre where blocks of this size can be built;
- The appearance is entirely at odds with the townscape. The shiny gold panelling is not in keeping with the existing or approved red-brick buildings and industrial heritage around Piccadilly Village;
- The impacts from light reflection on surrounding buildings has not been considered;
- Manchester City Council should consider commissioning a Residential Visual Amenity Assessment (RVAA) to properly assess the impact of the proposal.

- **Impacts on amenity, privacy and overlooking.**

- The harm caused would be substantial to the hundreds of residents in terms of loss of privacy, overlooking and overshadowing;
- The closeness of the proposed building, presumed to be approximately 7m at its closest point, to the nearest apartment block known as 19-27 Thomas Telford Basin (TTB), Piccadilly Village, is totally unacceptable and is believed to fall short of the council's own policy relating to the closeness of buildings. It would be overbearing to the detriment of occupiers of the aforementioned building as bedrooms would be overlooked to an unacceptable degree;
- The development would result in unacceptable levels of wind tunnelling; The scale would adversely impact on the quality of life of residents;
- It would "piggyback" there private development with half the properties having living accommodation facing there courtyard. This might be reasonable if the if this fourth side was of comparable scale, but it is out of all proportion. Half of the homes would heavily and closely overlook Piccadilly Village. Insufficient consideration has been given to the privacy neighbouring residents and many windows look into the existing properties on Wharf Close;
- The roof terrace could become a focus for parties and events and cause noise and disturbance. As there is no permanent on-site property management, the communal roof terrace should be dropped or the hours of its use restricted;
- There has been several years of living with noise, dirt, dust, and road closures from development and further disturbance would result. Sensible restrictions on the construction hours is required. The 26 living rooms facing Piccadilly Village could cause unsocial noise if openable. Noise or vibration from machinery servicing the building may be below the level their properties.

Impacts on Sunlight and Daylight

- The level of loss is unacceptable; 76 windows at 19 to 40 Thomas Telford Basin would lose light.25 fail BRE standards;
- The light loss to Wharf Close is not mentioned in the Planning Statement. This is entirely at odds with the Daylight and Sunlight report), which clearly shows a major reductions in daylight to Wharf Close;
- There would be significant loss of sunlight to Thomas Telford Basin.

- The current proposal re loss of light and impact of this is based on a 13 storey building. There is no reference to what the light loss is compared to the current site and no historical data to compare any earlier planning applications;

- The true light loss data has been requested over a dozen times from the developer without a satisfactory response;
- The daylight report does not contain data about the existing light levels and there is no data they have for existing light levels;
- The developer has said the Council advised that a light report need only compare to the lapsed previous planning. This is NOT what is required by BRE building standards. The impact of light lost on neighbouring properties must be taken into consideration and not just a comparison against an old scheme;
- Framing comparison with the design of the building previously proposed in the 2016 planning application is flawed as that previous application suffered from serious flaws in their light assessment;
- The periods when sunlight will not be available will be during the early mornings (rather than later in the day) when the properties are most likely to be occupied. Thus, this loss of sunlight would have a disproportionately larger negative impact on the residents compared to when it is averaged over the entire day.

Traffic, Highways and Parking provision.

- The proposal would bring further air pollution which already contravenes the legal limit as traffic would increase. This would increase noise pollution;
- More information is needed about the cumulative impacts from the additional traffic generated from all proposed and approved developments in the area;
- Parking and air pollution are an issue. An additional 54 apartments with only 2 car parking spaces will exacerbate pressure for parking. There would be unsustainable demand for the limited on-street parking;
- The level of cycle parking is inadequate as car free living will require more than one space per unit and will lead to visual clutter from on street cycle parking;
- The level of parking proposed is insufficient;

Affordable Housing

- The developments should include social and affordable housing. Developers make the numbers show the s106 provisions are unaffordable. The council enable this to happen. Manchester has a housing crisis and this development doesn’t help;

Loss of Trees / Ecology

- More than 30 trees have been removed. More not less space is needed in the City Centre and high rise development should not be built on green spaces. The site is not derelict rife with nature. The loss of trees has undermined the existing poor levels of ecology in the area further. Some 30 or so trees were cleared without local consultation or announcement and the plan appears to replace them with only 1! This runs contrary to council aims to increase greenery and clean air within the city centre; Given that Manchester City centre is one of the most polluted areas in the UK cutting down 30 trees is unacceptable and impedes the health of those living in the local area; along

with the small amount of local birds that are managing to survive on the limited resources that are available;
- The benefits to the environment from the development are inadequate;
- Damage will be caused to the local environment and the well-established wildlife, including bats which are a protected species. The area is one of the last remaining **'green spaces'** left and would be eradicated.

Residents Consultation

- There has been no significant consultation of efforts to engage with the local community. The developers did not contact Piccadilly Village on important issues such as 'right for light';
- Insufficient efforts were made to inform the local residents of the development. Residents were given less than a week's notice of the webinar date, and the single date, during working hours, was unsuitable for many. In nearly all cases, this was the first time people were made aware of the proposal;
- The applicants failed to respond to the comments raised. 86% of respondents did not support the design of the scheme. The three main reasons were that it was too tall, didn't fit with the area and the colour should be changed. A comment was raised that the building would restrict light to Wharf Close;
- The developer failed to take these comments into account and provided no feedback. This is not a reasonable level of consultation.

Other

The development will risk undermining 18th century canal foundations and those of an historic aqueduct;

Residents would not want to live next to the adjacent tin shed which brings the viability into question;

The homes of some local residents may be demolished as a result of HS2 and it is just perverse to demolish homes and rebuild new ones;

A letter has also been received by the owners of the adjacent site whilst supporting the delivery of well considered and well designed regeneration of the site in principle have outlined a number of concerns:

They consider that the current proposals do not sufficiently ensure that.

- they do not compromise existing residential amenity;
- they are not prejudicial to the delivery of future development land available for further regeneration; and
- residential accommodation is provided in a manner that would not, in the future, compromise the amenity of those residents in such accommodation.

They state that the application has not accurately portrayed their emerging scheme nor does it adequately attempt to positively respond to it. Rather the proposals seek to maximise the development footprint of the site and in doing so, the approach not only ensures that the amenity of existing residents located to the rear of the site

would be compromised but the approach also does not adequately respond (despite saying say so) to adjacent redevelopment opportunities and emerging proposals.

This can be demonstrated for example through the proposals' residential units fronting Store Street. A bedroom to this unit has a single aspect narrow window facing towards adjacent land and there has been no attempt to consider the future residential amenity of this space in light of emerging redevelopment proposals which the applicants have been made aware of. As such any new development opposite will compromise daylight and visual amenity to this bedroom and this would result in the emerging proposals being unnecessarily amended to respond to poor design. It is unclear as to what level of consideration future development has been given with regards to the elevations and internal planning to avoid any impact on future development.

The current proposals does not represent a well designed scheme and are is in conflict with policies EN1, EN2 and DM 1 of the Manchester Core Strategy, the Manchester Design Guidance, and the Manchester Guide to Development SPD and should be revised accordingly.

Canal & Rivers Trust - The proposal would be visually dominant, and a significant building as would the 13- storey consented scheme. A 13 storey building, or lower, would be preferable but agree that the impact of the proposal on the listed aqueduct or canal corridor would not warrant an objection on heritage grounds.

The proposal would not have a significant adverse impact on the canal corridor being set back from the canal, and partially screened by existing Canalside development. They question the appropriateness of reference to a former brass works and the use of gold as an expression of prosperity in the City. The similar treatment at the Hive in Worcester and the Visual Art Centre in Colchester was on lower civic buildings where the extent and impact of the gold will be far more significant. A well selected brick would be a more appropriate and the Council should satisfy itself that the material is appropriate.

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

Travel Change Team – no objections with suggestions about improvement to surveys and resulting targets which should form part of the final travel plan and about the dissemination of the Travel Plan to residents and staff / visitors.

HS2 – Have no objection. The proposal will not encroach upon safeguarded land. The soft landscaping is unlikely to affect HS2 utility works. They have advised the applicant to review the Western Leg Hybrid Bill to ensure that they are aware of the proposed HS2 works in that location

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

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

Greater Manchester Police (Design for Security) – No objection subject to the recommendations of the Crime Impact Statement being implemented.

Greater Manchester Ecology Group – No objections. The planting would mitigate any loss of biodiversity.

Flood Risk Management Team – Recommend that Green Sustainable Urban Drainage Systems are maximised and conditions should ensure surface water drainage works are implemented in accordance with Suds National Standards, verification of these objectives and secure a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction of the existing rates and achieving greenfield runoff rates, where feasible.

Environment Agency – No objection subject to conditions.

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

Historic England – Have no comment and advise that the Council seek the views of its specialist conservation and archaeological advisers.

GMAAS - A Desk Based Archaeological Assessment confirms there are no heritage assets in the site, but notes that the former site level beneath up to 2.5m of made-ground (likely to have derived from demolition within the site and from neighbouring plots), could contain remains of former remnants that survived at depth, as indicated by archaeological works on nearby sites. They agree with the conclusions of the DBA that there is the potential for below-ground remains to have survived at the site, and for these to be impacted upon by ground-moving activities. A condition should require further investigation with any remains recorded.

Health and Safety Executive (Gateway 1) – No objections but have commented on the Fire Safety Statement identifying some further design work required in relation to the facades and the use of protected lobbies to separate common areas and access to water for firefighting. These may have an impact on planning considerations of design and layout with planning implications which could usefully be considered now.

Greater Manchester Fire and Rescue Service – The firefighting arrangements should meet the requirements for Fire Service access in relation to the width of access road and location of a fire hydrant as well as promoting the use of a sprinkler system within the development.

ISSUES

Local Development Framework

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") sets out long term strategic planning policies. The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC1,CC3, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, H1, H2 and H8 EC1, DM1 and PA1 for the reasons set out below.

Saved UDP Policies

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

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

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

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

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

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

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

Relevant National Policy

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

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

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

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

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

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

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

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

b) local market conditions and viability;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The proposal would develop an underutilised brownfield site and create employment during construction and building management, commercial uses and public realm.

This would support economic growth and complement nearby communities. Resident's use of local facilities and services would support the local economy. The proposal would help to create a neighbourhood where people choose to be.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic and commercial development, leisure and cultural activity and living. The proposal would be part of a neighbourhood which would attract and retain a diverse labour market. The homes in a major employment centre in a well-connected location would support GM's growth objectives.

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

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

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

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot provide affordable housing**.** Notwithstanding this the applicants have offered an upfront payment of £125,000 towards off site affordable housing. The viability would be reviewed at a later date to determine if the schemes viability improves and a greater contribution can be secured. This is discussed in more detail below.

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

spend time. The development would improve functionality and contribute to the planned growth of the City Centre towards New Islington and Ancoats.
The development would not have a detrimental impact on the setting of the nearby listed Junction Works, 40 Ducie Street, Crusader Mill, London Road Warehouse, 32-34 Laystall Street, the Entrance Archway and Lodge to the Yard of the Rochdale Canal Company, the Rochdale Canal Company Office Former Horrocks Crewdson and Company Warehouse, Ashton Lock Keepers Cottage, the Cooperative Warehouse (all Grade II), Dale Warehouse or Store Street Aqueduct (both Grade II*).

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

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

The following parts of the NPPF should also be noted:

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

194. In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. This should enable potential impact of the proposal on their significance to be understood. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a development could include, heritage assets with archaeological interest a desk-based assessment and, where necessary, a field evaluation is required.

195. Local planning authorities should identify and assess the significance of any affected heritage assets, including setting and use this to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.

197. In determining applications, local planning authorities should take account of:
a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
c) the desirability of new development making a positive contribution to local character and distinctiveness

199. When considering the impact of a proposal on significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the

more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm.

200. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.
202. Development that would lead to less than substantial harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

206. LPAs should look for development within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or better reveal its significance) should be treated favourably.

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

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

The redevelopment would create an active frontage and would enhance the streetscene. The design of the building would respond to its context.

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

Saved UDP Policy DC20 (Archaeology) - the desk based assessment identifies the principal historic interest are potential remains of buildings/structures/areas to have survived at depth. A watching brief during site investigation works to better understand the depth and construct of made-ground and the level of truncation of any below-ground deposits below modern street level. The results of any investigations should inform the necessity for any further phases of archaeological investigation. A condition would ensure an appropriate level of mitigation.

NPPF Section 14 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management - Breeam requirements) - An Environmental Standards Statement demonstrates that the development would accord with a wide

range of principles that promote energy efficient buildings. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies. The reductions would be achieved through Energy Efficient Design, and the building fabric would exceed minimum requirements of Building Regulations. Low or Zero Carbon technology includes Photovoltaics (PV) on the roof to provide an element of on-site electricity generation.

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

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

The largely self seeded tree removal that occurred recently occurs on many brownfield sites. An Ecology Report concludes that there is no evidence of any specifically protected species regularly occurring on the site or surrounding areas which would be negatively affected. Biodiversity enhancements are recommended which could be delivered as part of the development. The proposals would not adversely affect any statutory or non-statutory designated sites.

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

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

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

- appropriate siting, layout, scale, form, massing, materials and detail;

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

The above issues are considered in detail in below.

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

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

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

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

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

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

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

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

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

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

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

Other Relevant City Council Policy Documents

Climate Change

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

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

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

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

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

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

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

Climate Change and Low Emissions Implementation Plan (2016-2020) -This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These

have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

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

Other Documents

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

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

- Each new development should have regard to its context and character of area.
- The design, scale, massing and orientation of buildings should achieve a unified urban form which blends in and links to adjacent areas. Increased density can be appropriate when it is necessary to promote a more economic use of land provided that it is informed by the character of the area and the specific circumstances of the proposals;
- Developments within an area of change or regeneration need to promote a sense of place whilst relating well to and enhancing the area and contributing to the creation of a positive identity. There should be a smooth transition between different forms and styles with a developments successful integration being a key factor that determines its acceptability;
- Buildings should respect the common building line created by the front face of adjacent buildings although it is acknowledged that projections and set backs from this line can create visual emphasis, however they should not detract from the visual continuity of the frontage;
- New developments should have an appropriate height having regard to location, character of the area and site specific circumstances;
- Developments should enhance existing vistas and create new ones and views of important landmarks and spaces should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises;
- Visual interest should be created through strong corners treatments which can act as important landmarks and can create visual interest enliven the streetscape and contribute to the identity of an area. They should be designed with attractive entrance, window and elevational detail and on major routes should have active ground floor uses and entrances to reinforce the character of the street scene and sense of place.

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

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

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

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

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

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

Portugal Street East Strategic Regeneration Framework (SRF) 2018 – The site borders the Portugal Street East SRF (also a sub area of the HS2 SRF) which is adjacent to the proposed HS2 station entrance. The SRF aims to secure comprehensive delivery including areas of high quality public realm and other infrastructure between development plots.

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

- The quality of the buildings within the framework area will be of the highest possible standard with designs that are immediately deliverable.

- Development will be of a high density, commensurate with the area's highly accessibly location and the city's need to optimise strategic opportunity sites which can deliver much needed new homes and employment space.

- As part of the vibrant place making strategy required to support the proposed density of development, a range and quality of uses, high quality public and private amenity spaces and excellent pedestrian connections are essential components of the successful delivery of the SRF.

- Active frontages and public access to the ground floor of buildings should be provided where possible and appropriate, particularly along major corridors of movement through the framework area.

- More detailed plans should take into account the presence and character of the listed buildings and their significance in helping to define a unique sense of place in the future.

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

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

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

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

The proposed development would be complementary to the realisation of the opportunities set out above. It would complement the process of establishing a sense of place which the emerging developments within the adjacent Portugal Street East Neighbourhood have begun to establish. It would along with other pipeline developments within area contribute to the process of strengthening connections between Piccadilly and the communities of East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council's has endorsed the Manchester Residential Quality Guidance which is now a material planning consideration. The document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described

Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

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

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

People and businesses want to be in Manchester; they choose to live and work here. The stability of the city centre is essential to attract further growth and the provision of further high quality, high density residential accommodation, in a location adjacent to areas targeted for employment growth would, support the growth of the target sectors detailed above.

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

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

Other National Planning Legislation

Legislative requirements

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

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

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

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

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

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. Whilst the nature of the proposal is of a magnitude which would not fall within the definition of the thresholds set for “Urban Development Projects” within Schedule 2 given that the proposals fall within an area where there are currently a number of major development projects approved and under construction and that it sits close to the Piccadilly HS2 Masterplan Area, the City Council has adopted a screening opinion in respect of this matter including cumulative impacts to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

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

The Schemes Contribution to Regeneration

The regeneration of the City Centre is an important planning consideration as it is the primary economic driver of the region and crucial to its longer term economic success. There has been a significant amount of regeneration in Piccadilly over the past 20 years through private and public sector investment. Major change has occurred at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as opportunities are presented by HS2, and the City Centre Core continues to expand to areas beyond such as Ancoats, New Islington and Portugal Street East The development would contribute to the area's transformation and regeneration.

The site was in industrial use for over a century and its appearance is similar to other post industrial sites. It has no status as open space. The largely self-seeded trees recently removed offered some amenity value but the site is not publicly accessible and its ecological value was low. Street level activity in this part of Store Street is poor and the benefits of the development and the mitigation for the previous loss of green infrastructure outweigh any visual or ecological harm and the Greater Manchester Ecology Group have no objection.

Manchester is the fastest growing city in the UK, and the city centre population has increased significantly. The population is expected to grow considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Providing the right quality and diversity of housing including affordable homes, is critical to economic growth and regeneration in order to attract and retain a talented workforce. The homes would be in a well-connected location, adjacent to major employment and areas earmarked for future employment growth. This previously developed brownfield site would provide homes in a highly sustainable well-connected location and would bring new footfall into the area.

The site has a negative impact on the street scene. It has a poor appearance and fragments the historic built form and creates a poor impression. The development would provide a positive use that benefits the surrounding area. The increase in ground level activity and improved connectivity would integrate the site into the urban grain. Enhanced legibility would create a more vibrant and safe pedestrian environment which would also improve the impression of the area for visitors.

Employment would be created during construction, with permanent employment in the building management. The proposal would use the site efficiently and effectively in a high quality building in line with Paragraph 119, 120(d) and 124 of the NPPF. It is a sustainable location and would improve the environment and deliver high quality housing with safe and healthy living conditions. It would be located close to major transport hubs and would promote sustainable economic growth.
The site makes no contribution to the local economy. The development would create 78 FTE jobs over the 18 month construction period. Approximately 7 part time jobs would be generated through the operation of the building. A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Work experience opportunities and creating apprenticeships will be provided where possible.

The development would generate GVA of £1.73m in greater Manchester economy over the lifetime of the construction and £2.86m indirect GVA from the supply chain. In excess of £777,700 in Council Tax is expected to be generated over a 10 year period.

Viability and affordable housing provision

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

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

The application proposes 54 homes for sale. The delivery of homes is a council priority. The proposal would develop a brownfield site where the topography and access make development difficult. It would create active street frontages on a site which makes little contribution to the area. It would have a good quality appearance and would comply with the Residential Quality Guidance. All these matters have an impact on viability.

A viability report has been made publicly available through the Councils public access system. This has been independently assessed, on behalf of the Council, and its conclusions are accepted as representing what is a viable in order to ensure that the scheme is deliverable to the highest standard.

The benchmark land value of £297,000 and build costs of £179.77 per sq ft. are within the range expected based on market evidence. The GDV is £15,228,400.and profit level is at 15.52% on GDV. On this basis and given the costs associated which includes providing the public realm within the development, the scheme cannot support a contribution towards off site affordable housing whilst ensuring that the scheme is viable and can be delivered to the quality proposed.
Notwithstanding the above the developer has offered an upfront contribution of £125,000. which would result in a profit level of 14.59% on GDV.

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

Residential development - density/type/accommodation standards
All homes would meet, and some would exceed, space standards. All would be adequately ventilated, and dual aspect, have large windows to increase natural sunlight and daylight and have 2.4m floor to ceiling heights. The flexibility of the open-plan living/kitchen/diner arrangement responds to contemporary lifestyles.

The communal lounge and terrace, and relatively low number of apartments in the development would promote the creation of a community within the building.

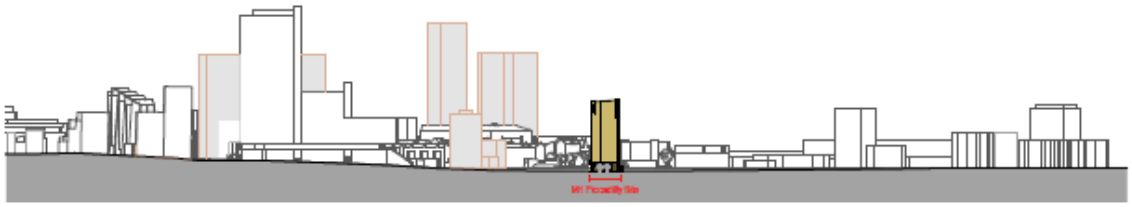
The mix and size of the homes would appeal to single people and those wanting to share. The 2 and 3 bed homes would be attractive to families and those downsizing. All the apartments will cater to, or be capable of conversion, to meet the needs of all allowing a mix of people to reside in the development.

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

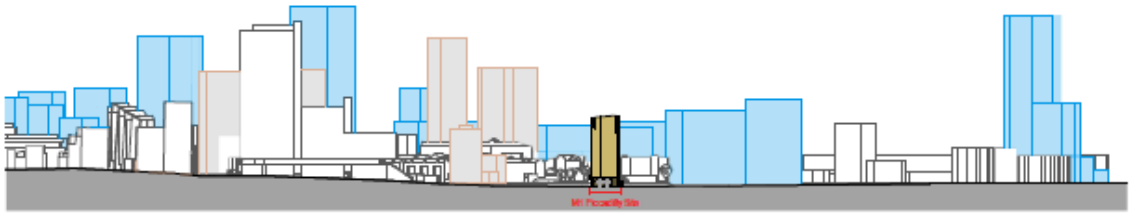
CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider is whether a 15 storey building is appropriate in this location. Development on Store Street ranges from low rise industrial units to Oxygen at 31 storeys. The context surrounding this site is lower rise around Piccadilly Village and the Wharf Apartments on the opposite side of Store Street is 5 storeys. There is a previous approval for a 13 building on this site which has expired and a recent approval of the 4/ 11 storeys at 52 Store Street.

A 15 storey building would be tall in its local context and a key issue is whether this is appropriate and this needs to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, the design parameters set out within relevant SRF's and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.



Cityscape Elevation with Pipeline Projects



Cityscape Elevation with pipeline projects and Manchester Piccadilly SRF Massing

Proposed development in context of approved adjacent developments and indicative HS2 Massing

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

The key issues are the appropriateness of a tall building in this location and its potential impact on the setting of the Ancoats and Stevenson Square Conservation Areas, affected listed buildings and non-designated heritage assets.

The Core Strategy supports tall buildings that are of excellent design quality, are appropriately located, contribute positively to sustainability and place making and deliver significant regeneration benefits. They should relate sensitively to their context and should make a positive contribution to a coherent city/streetscape. Sites within the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are close to public transport nodes. The HS2 SRF promotes high-density mixed-use development, with a residential focus around Store Street, with the potential for taller buildings along main routes into the city centre such as Store Street.

The site is close to Piccadilly Station, an important gateway city and a distinctive building in this location could improve legibility and add positively to the cityscape. A building of the height proposed would act as a landmark and enhance the sense of place, providing orientation and reference.

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

The scale, form and massing of the building has sought to minimises impact on adjacent residents and the adjacent plot, in terms of overlooking and impacts on sunlight and daylight compared with the previous approval and notwithstanding the increase in height.

The angled plan form to the upper levels would maximise the number of windows to each apartment. Setbacks in the façade and the reduction in massing on the upper floors help to break down the massing.

The ground floor treatment would help to integrate the site into its context and define the streetscape. The dark reconstituted stone base would provide a quality, robust material and create a high quality first impression

There are a diverse range of architectural styles and materials on Store Street. There is however a predominance of warm colours. The proposed materials would reference this in a modern design. The detailing and quality of the materials can be controlled by a condition. Overall, it is considered that the contemporary approach is appropriate and would deliver the quality of building required by the SRF and local and national planning policy.

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

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

A Heritage Assessment Townscape and Visual Impact Assessment used Historic England's updated policy guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017). A visual assessment has analysed the impact in townscape terms. 9 views were selected with verified views before and after

Impact on views of Heritage Assets and Townscape impacts

The proposal would have no physical impact upon the grade II* listed aqueduct. The height and scale of the development could impact on the setting of the nearby conservation areas and wider townscape impacts have been tested.

The Heritage Assessment has evaluated the impacts on the, the Stable block to the south east of Junction Works, 40 Ducie Street, Crusader Works, London Warehouse, 32-34 Laystall Street, the Entrance Archway and Lodge to the Yard of the Rochdale Canal Company, the Rochdale Canal Company Office Former Horrocks Crewdson and Company Warehouse, Ashton Lock Keepers Cottage, the Cooperative Warehouse (all Grade II) and Dale Warehouse and Store Street Aqueduct (both Grade II*)

The townscape comprises the old and the new and the proposal is located on a formally developed site which is cleared and redundant. The urban grain is fragmented and lacks cohesion.

A visual assessment has analysed the impact in townscape terms from a baseline of 9 representative views. The impact of the development on heritage assets has also been assessed.

The effect of the proposal against the existing baseline i.e. at the of writing the TVA and Heritage Impact Assessment, including committed schemes has been assessed. Visual effects were related to changes that would arise in the composition of views as a result of changes including to the landscape and the overall effects with respect to visual amenity.

The Assessment concluded that the development would have no effect on the perceived townscape character of the following adjacent conservation areas: A. Stevenson Square; C. Whitworth Street;

Visibility of the proposal is limited to the very southern edges of the Ancoats conservation area (B), where there are views from the Rochdale Canal Towpath (view 8). The magnitude of change to the character of the Ancoats conservation area would be negligible and the effect minor because almost all of the proposal will be screened behind the foreground Urban Exchange Retail with only parts of the upper floor of the proposal visible above the intervening roofline and resulting in a negligible influence on the townscape character.

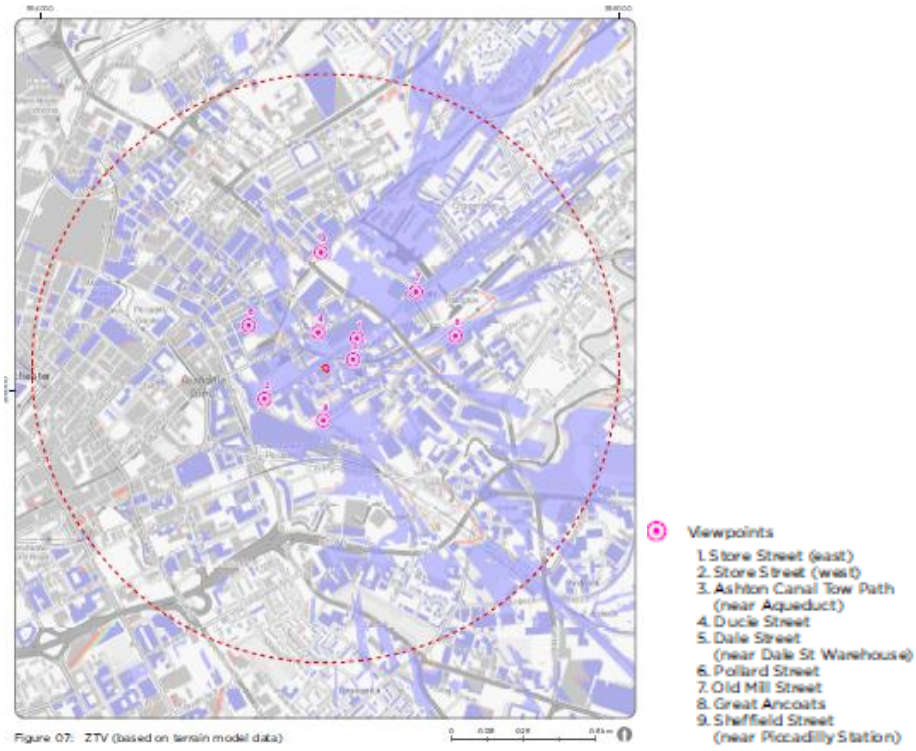


Figure 07: ZTV (based on terrain model data)

Viewpoint locations and scope

Viewpoint 1 Store Street (east) (users of Store Street)

The heritage significance of the Grade II* aqueduct is fully appreciated, especially when travelling closer towards although the pedestrian environment is poor with a lack of activity and a fragmented streetscape.

The setting of the building is detrimental with little historic character and there is a high capacity for change to enhance the setting of the listed structure. The proposal would be a prominent change along Store Street, behind the viaduct. Its scale would

contrast with the lower residential buildings but there are other tall buildings on Store Street and the impact would be moderate.

The new building would be prominent but would not diminish the architectural and historic interest of the aqueduct, whose significance derives from its innovative design and distinctive skewed form. The proposal would result in considerable visual change, its overall impact on the built historic environment from this view would be negligible adverse**.**

The Grade II* Aqueduct is the only designated heritage asset in the view. Despite the height and scale of the proposal, the architectural interest of the listed structure would remain fully appreciable in short-to-mid range views. The height and scale of the proposal would have an adverse impact on the established form and massing of the area and the pale anodised aluminium panels contrast with the traditional use of brick and stone which characterised Store Street in the 19th century.

The new building would read be prominent but would not diminish the architectural and historic interest of the aqueduct, whose significance derives from its innovative design and distinctive skewed form.

Whilst the development would change the townscape composition, the overall impact upon the built historic environment from viewpoint 1 would be negligible adverse.

Viewpoint 2 Store Street (west) (users of Store Street)

The view provides some context of the central Piccadilly area, notably Oxygen at the junction of Store Street and Great Ancoats Street and development and regeneration Piccadilly Basin. The Grade II listed London Warehouse is to the left, forming a distinct and robust historical landmark from an elevated point.

The vacant site is to the far right .Currently a sloping, cleared embankment, with no historic character it has a negative visual impact upon the setting of the Grade II*

aqueduct. There is potential to develop the site and reinstate the street context which is incoherent and lacks definition.

The proposal would be located at mid-distance and at moderate scale, forming a to the view adjacent to the Viaduct. The proposal would be viewed in the context of a varied townscape scale including Oxygen and Islington Wharf. It would create a transition between the lower residential buildings and taller towers and its impact would be moderate/ minor.

The development would be viewed in conjunction with the Grade II* Aqueduct, which terminates views to the centre of Store Street. It would reinstate the historic building line defined by a 19th century Packing Case Manufactory. The new frontage would enhance connectivity around the area and improve the setting of the Grade II* listed aqueduct, which at present, lacks built form and context.

The proposal would be a landmark, contrasting in scale and height to the built form of the area. Its height and scale would be a dominant new element in the immediate setting of the aqueduct.

The development would change the townscape considerably but its impact on the built historic environment from Viewpoint 2 would be negligible adverse. This adverse impact would however be offset by the enhancements at street level.

Viewpoint 3: Ashton Canal Tow Path (near Aqueduct) (users of canal towpath)

The 19th industrial character of the canal has changed following the demolition of the manufacturing works and other warehouses. The area is now an enclosed, residential complex with an historic waterway. The view illustrates the enclosed and secluded character of the canal but doesn't include a clear view of the Grade II* aqueduct, which are better appreciated at street level.

The proposal would be relatively close and therefore at large scale. It would be partially visible with the upper stories forming a visible and prominent change above

Piccadilly Village. Although its scale contrasts with the lower residential buildings of Piccadilly Village and would be a contemporary development in the context of the Viaduct, its scale relates to other tall buildings that form the city centre backdrop including 111 Piccadilly and City Tower, and the proposal contributes to the local identity and distinctiveness of this area viewed from the canal towpath. The impact on visual amenity would be major /moderate.

The development would be highly visible to the east side of Store Street, It would be viewed in conjunction with the Grade II*Listed aqueduct, which terminates views to the centre of Store Street. It would reinstate the historic building line and enhance connectivity around the heritage asset and improve its setting.

The building would be a distinctive landmark which contrasts with the areas built form and would be a dominant element in the immediate setting of the aqueduct.
It would change the townscape considerably but impact on the built historic environment would be negligible adverse. This would be offset by the enhancements at street level.

The proposal would rise above and create a notable contrast to the domestic height and scale of existing buildings which make a positive contribution to the canal's historic character. Piccadilly Village has a distinct character, but the development would not impact on the setting of any designated heritage assets in the view.

The special architectural and historic interest of the Grade II* Listed Store Street aqueduct is best understood and appreciated at street level. Despite its height and scale, the impact on the built historic environment would be neutral.

Viewpoint 4: Ducie Street (users of Ducie Street)

The immediate streetscape setting of the listed buildings contributes positively to their significance but cleared land to the rear detracts from this. A number of historic buildings in the area have been redeveloped (such as the Grade II Ducie Street Warehouse) and new buildings have transformed the character of the townscape, including the Dakota Hotel and La Reserve Aparthotel at Ducie Street.

The proposal would be close with the mid and upper storeys forming a visible and prominent change to the view. There would be a distinct material contrast between its cladding and the red-brick townscape. The proposal would be a landmark that has a moderate impact on visual amenity

Its height would contrast with the coherent character of the listed buildings in the foreground. It would change the view considerably but its impact on the ability to understand and appreciate the significance of the heritage assets would be minor. The proposals would have a minor adverse impact on the historic environment.

Viewpoint 5: Dale Street (near Dale St Warehouse)

The proposal would not be visible from this viewpoint.

Viewpoint 6: Pollard Street (users of Pollard Street)

The Grade II listed Cooperative warehouse (Albion Works) on the left is a dominant street wall to the east side of Pollard Street. The symmetrical window arrangement and low-rise boundary wall enhance its presence in the streetscape, which was historically characterised by a number of industrial warehouses.

The undesignated Vulcan Mill and the Cooperative Warehouse are all that survive from the 19th century-built form. Islington Wharf has changed substantially with modern apartment buildings which form a contemporary backdrop and illustrate regeneration and evolution in the area.

The proposal would be located at mid to longer distance, in the context of large scale buildings and townscape, and at relatively moderate scale, forming a noticeable but relatively small change to the city centre skyline. Its scale is accommodated in the view since, alongside taller buildings, and it does not increase the height of the roofline. There would be minor impact on visual amenity.

It would not intrude on the ability to understand or appreciate the special architectural and historic interest of the listed building in the foreground of the view or its setting.

Therefore, its visual impact on the settings of the designated heritage assets in the view would be neutral as it would not diminish the appreciation of any individual heritage asset from this perspective.

Viewpoint 7: Old Mill Street (users of Old Mill Street)

The view illustrates the changing context of the settings to listed buildings closest to the site, including the Grade II 32 and 34 Laystall Street and the collection of Grade II listed buildings at Ducie Street, which were historically defined by industrial mill buildings and expansive canal networks.

The proposal would be at mid to longer distance, in the context of large scale buildings and therefore at relatively small scale. It would be a noticeable but relatively small change to the view. Its scale is accommodated in the varied townscape, alongside taller buildings. It would not increase the height of the roofline and would have a minor impact.

The contemporary proposal responds to the increasingly modern character of this part of the city centre both with regards to scale and materiality. It would not impact on any designated heritage assets and would have a neutral impact.

Viewpoint 8: Great Ancoats (Users of canal towpath)

Almost all of the proposed development will be screened behind the foreground Urban Exchange Retail Park buildings, with only parts of the upper floor of the proposed development visible above the intervening roofline and resulting in a negligible influence on the view. There would be minor impact on visual amenity.

The Proposed Development would result in imperceptible change from this particular point within the townscape and would not impede on the significant complex of mill buildings which define the Ancoats Conservation Area. The proposals would, consequently, result in a neutral impact on the built historic environment from Viewpoint 8.

Viewpoint 9: Sheffield Street (Users of Sheffield Street)

The view illustrates the immediate setting of the Grade II listed train shed and under croft at Piccadilly Station, which is eclipsed from view to the rear. Whilst this is not currently a well-developed area, the station is a key nodal point and is due to be regenerated in line with the Piccadilly Basin SRF.

The proposal would be located at mid-range distance but is only partially visible, with the upper stories forming a visible and apparent change above the 5 storey residential buildings. It is higher than the residential buildings, but the change would not be significant and its impact minor. It would be read as a contemporary addition to the skyline in the middle distance and whilst it would be visible, it would not intrude on the setting of the Grade II listed train shed and under croft at the Station. The visual impact on its settings would be neutral as it would not diminish the appreciation of any individual heritage asset.

Any adverse impact, on heritage assets would be mitigated by the enhancement of the pedestrian environment at Store Street. The development would create active frontages and introduce a sense of place and a welcoming environment within the immediate setting of the Grade II* listed structure.

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

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning

permission for proposals that affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 189, 197, 199, 200 and 202.
Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance.

The NPPF (paragraph 199) notes that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation whether any harm would be substantial, total loss or less than substantial. Significance of an asset can be harmed or lost through alteration or destruction or by development within its setting. As heritage assets are irreplaceable, any harm or loss should clearly and convincingly justified.
In terms of heritage impacts overall there would be 2 instances of Minor Adverse impacts (Stable block to the south east of Junction Works, 40 Ducie Street) all other impacts including on the 2 conservation areas would be negligible adverse (2) and neutral (10). The instances of Minor Adverse harm are considered to be less than substantial. The proposal would (in respect of these assets) meet the objectives of Paragraphs 197, 199 and 202 of the NPPF and the requirements of s.66 (1) of The Planning (Listed Buildings and Conservation Areas) Act 1990.

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

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

- Improving the quality of the local environment through the improvements to the streetscape;

- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;

- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;

- Optimising the potential of the Site to accommodate and sustain an appropriate mix of uses, providing a use which would complement and support the regeneration of the HS2 SRF Area;

- Contributing to sustained economic growth;

- Providing equal access arrangements for all into the building;

- Responding to the local character and historical development of the City Centre, delivering a contemporary design which reflects and complements the neighbouring heritage assets and local context;

- Deliver a sustainable development with good access to shops, services and transport, close to Metrolink and Piccadilly Station and bus links;
- Supporting the creation of strong, vibrant and healthy communities by providing a high-quality homes with amenity space; and Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

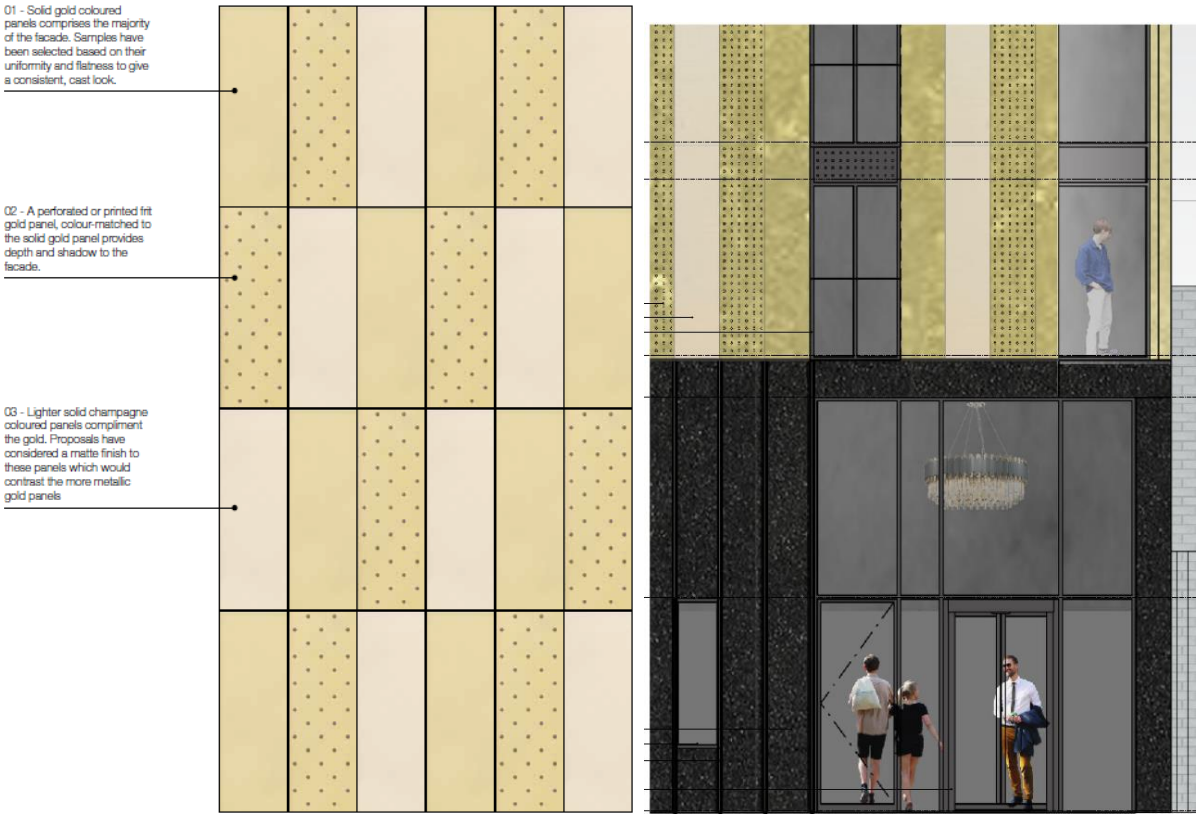
The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraphs 197, 199 and 202 of the NPPF and address sections 66 and 72 of the Planning Act in relation to preservation and enhancement

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered urban design response.

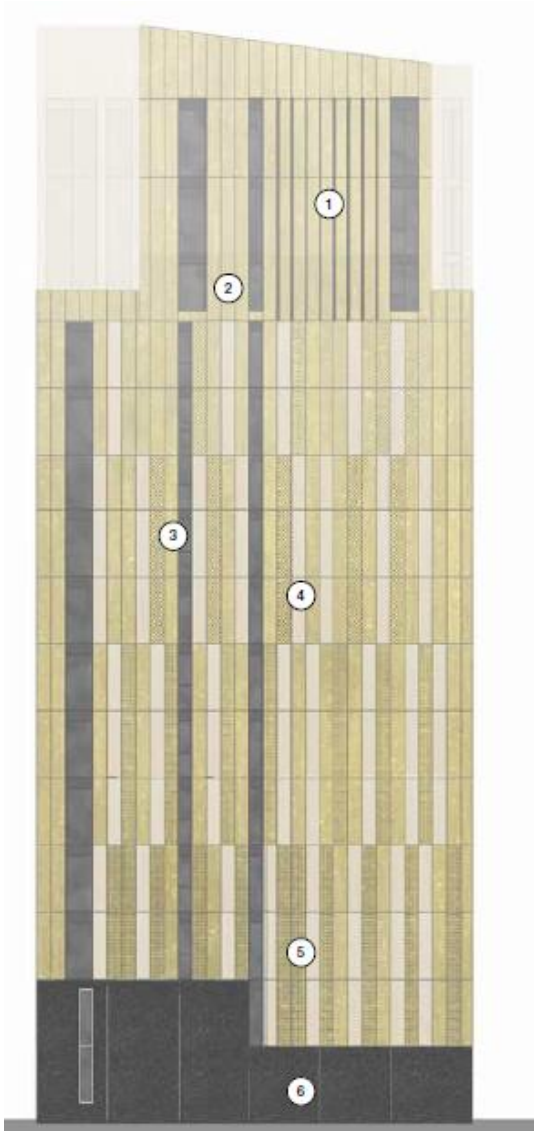
The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme. There are a variety of materials and building styles in the area with small-scale brick industrial buildings to new build homes and more contemporary buildings in corten steel and metal cladding. The anodised panels are high quality and durable. They have been chosen to respond to different lighting conditions adding depth, and richness and interest to the facade.

The architectural form and expression contrasts with other tall buildings in the city. The metal panels with variety of complementary tones and finishes would give the building a twisting effect and accentuate its form.

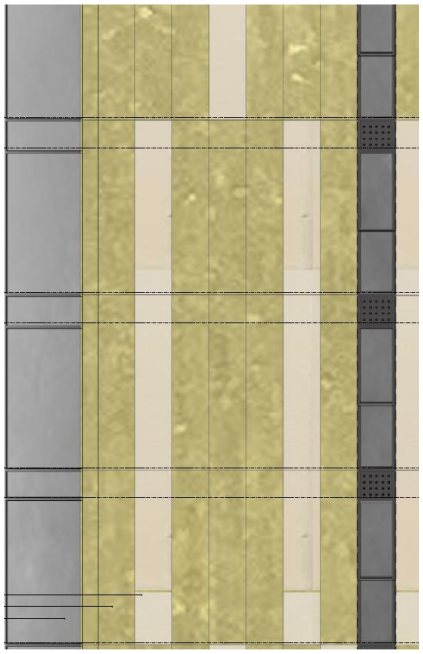


The uppermost floors comprise solid coloured panels. Below this, the panel stacking arrangement has a 2-3 storey order, with an increase in the frequency of the gold on the uppermost floors. The change in design at the upper level is further accentuated by a reduction in the frequency and size of the perforations. Expressed metal fins differentiate the crown from the main body and add depth to the facade and cast shadows across the top of the building throughout the day.
Fins add depth and varying shadow to the ground and first floor elevations as the sun moves around the building. A glazed opening activates the street and provides a clear, human scale entrance. The first floor terrace and glazing would contribute to activity on Store Street and a window for the concierge would add further interest and activity. Large windows would provide light living spaces. Perforated vent panels would cover the ventilation louvres.

It is considered that with the right detailing and quality control mechanisms in place, which can be controlled by a condition, the materials are appropriate and would deliver a high quality design.



1. Expressed metal fins differentiate the crown from the main body of the proposal. These will add depth to the facade, and cast dynamic shadows across the top of the building throughout the day.
2. The uppermost floors are comprised of solid coloured panels, giving an elegant top to the building. It is here that the building's mass is most expressive, so a single gold-coloured cladding won't detract from the purity of the form.
3. 2-3 storey stacked panels allow the shifting look to be read clearly, whilst working with the massing and setbacks to the upper floor terraces.
4. A subtle, one panel wide horizontal shift up the facade gives a gentle but recognisable twist to the building, complementing the dynamism of the form and mass.
5. Perforations decrease in size and density from the lower to the upper floors. This further accentuates the purity of the uppermost floors, whilst reinforcing the twisting effect on the lower floors.
6. A solid base grounds the building, with a dark reconstituted stone finish complementing the metal panels above.



The building layout would animate the street and improve its quality. The design would add to the quality of the locality and enhance legibility.

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

This development and active frontage onto Store Street would enhance connections from Piccadilly Station to Ancoats and New Islington. Its height would aid navigation and improve this strategic route. Improvements to the pedestrian environment would improve legibility and linkages to adjacent areas. The scheme would provide passive security on Store St and improve safety and help to revitalise the area.

Ground penetrating radar survey investigations have established that it would not be feasible to provide street trees in the pavement outside the proposal.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design and technical team recognise the high profile nature of the proposal. The design team is familiar with the issues associated with high quality development in city centre locations, with a track record and capability to deliver a project of the right quality.

Relationship to Transport Infrastructure and cycle parking provision

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

There are bus stops on Piccadilly and Great Ancoats Street and Piccadilly Gardens bus interchange is nearby. The site is adjacent to Piccadilly station.

There are 17 parking bays on Store Street between the aqueduct and the railway bridge, including two Electric Vehicle charging points outside the site. These could also be used for free by Blue Badge holders. There are multi storey car parks nearby and leaseholds can be arranged for contract spaces. The nearest is a minutes' walk away. There are 9 car parks within a 10 minute walk. The nearest car park with dedicated parking spaces for disabled people is at Piccadilly Station with 21 spaces (150m from the site) which could be available on a contract basis.

The nearest Car Club bays are 5 and 7 minutes away. A Car Club Bay would be created on Store Street. The Travel Plan would make residents aware of sustainable options. The Transport Statement concludes that the overall impact on the local transport network would be minimal. The 54 secure cycle spaces is 100% provision. There would be 3 covered cycle stands at the site for visitors.

Drop off, servicing and loading would be from kerbside on Store Street Conditions would require a service management strategy and off-site highways works, including

pavement reinstatements and finishes. The Head of Highways has no objections on this basis and no concerns about adverse impacts from any traffic generated by the development.

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

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

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

Operational Carbon

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. Part L has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 9% improvement over Part L 2013 and the proposal would exceed this target (9.4%).

The energy strategy includes roof top PV's and Air Source Heat Pump hot water provision. Heating would be via all electric panel heaters. The infrastructure would allow the scheme to become zero carbon as the grid decarbonises. Utilising an air source heat pump for the hot water generation is up to 3 times more efficient, when compared with immersion heaters

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

- Passive design to deliver improvements in thermal performance and air tightness (managing uncontrolled ventilation);
- Reduced Standing Losses from Pipes and Cylinders;
- Increased Hot Water Generating Efficiencies;
- Energy Efficient LED Lighting;
- Low Energy Motors in Pumps and Fans;
- Efficient Heat Recovery in relevant systems and,
- Enhanced heating controls

Building Location and Operation of Development (excluding direct CO2 emission reduction) and Climate Change Adaptation and Mitigation
Features associated with the development which would contribute to achieving overall sustainability objectives include:

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

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

The development is being designed with a focus on how the materials may be retained or reused to ensure the maximum benefit from their use is delivered and this will include specifying sustainable forms of construction together with Modern Methods of Construction to reduce waste, this will be detailed further at the next design stage.

The façade design maximises opportunities for offsite fabrication and modulation. A panel system with mechanical fixings would allow panels to be easily removed, undamaged, and reused or recycled at the end of the buildings life cycle. Prefabrication and minimising bespoke panel sizes and shapes reduces wastage and reduces construction time and embodied carbon of the construction process.

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

CABE/ English Heritage Guidance on Tall Buildings

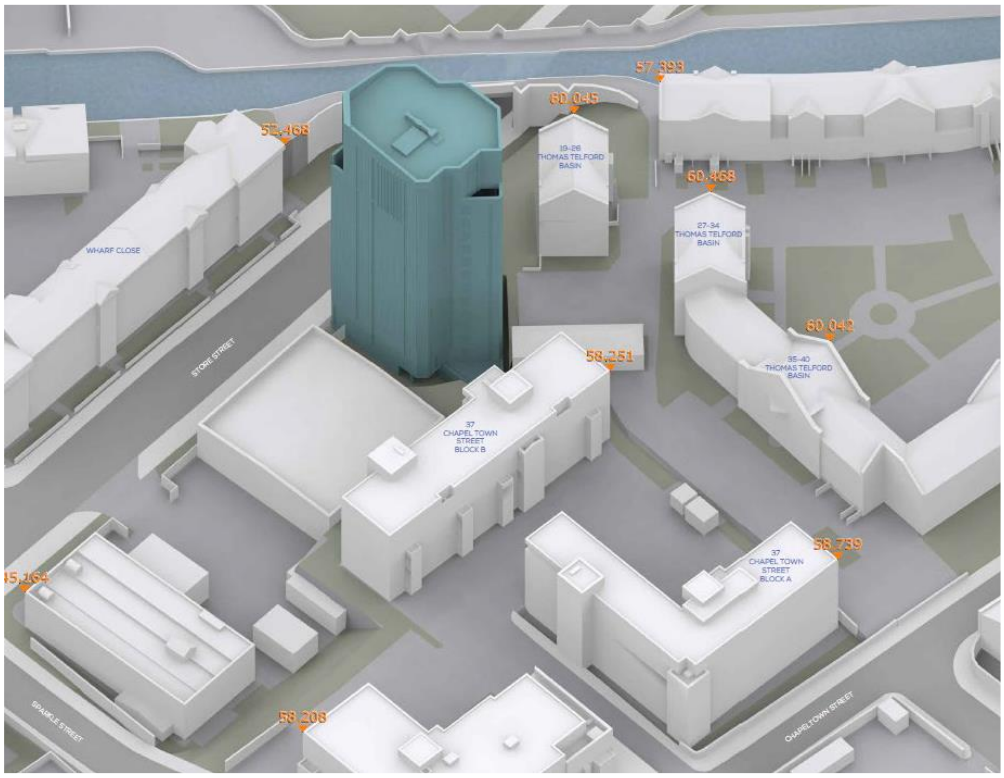
Effect on the Local Environment/ Amenity
This examines the impact that the scheme would have on nearby and adjoining occupiers and includes the consideration of issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and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

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

An assessment of daylight, sunlight and overshadowing has used specialist software to measure the amount of daylight and sunlight available to windows in neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011). This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that

there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

Properties at Wharf Close, Thomas Telford Basin (19-40) and 37 Chapeltown Street (Blocks A & B) have been identified as affected in terms of daylight and sunlight.



Properties potentially affected by sunlight and daylight

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

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

<u>Daylight Impacts</u>
The Guidelines provide methodologies for daylight assessment. The 2 tests (as set out in the Guidelines) relevant to a development of this nature are VSC (vertical sky component) and NSL (no sky line).

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

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this. The NSL test assess daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss.

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

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

Sunlight Impacts

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

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

BRE Targets

The Guidance states that a reduction of VSC to a window of more than 20% or of NSL by 20% does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 20% are considered to be acceptable levels of tolerance. For the purposes of the sensitivity analysis, these values are a measure against which a noticeable reduction in daylight and sunlight would be discernible and are referred to as the BRE Alternative Targets (BRE Target within the Sunlight And Daylight Report submitted

with the application)**.** The impacts of the development within this context are set out below.

Baseline

All impacts considered have been assessed against the baseline of a cleared site

Daylight Impacts

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

Wharf Close - 14/43 (33%) of windows would meet the BRE VSC Alternative target and 38/43 (88%) of the rooms would meet the NSL Alternative target. 2 rooms would achieve levels of 31.3 and 33.3 (both moderate impact) respectively against the 20% alternative target and the remaining 3 would be 22, 22.2 and 22.3% (all minor impact).

Thomas Telford Basin – 51/76 (67%) of windows would meet the BRE VSC Alternative Target and 48/49 (98%) of the rooms would meet with the BRE NSL Alternative target.

37 Chapeltown Street – 46/72 (64%) of windows would meet the BRE VSC Alternative Target and 34/43 (79%) of the rooms would meet with the BRE NSL Alternative target. Performance against the 20% alternative target would be 20.7,22 (2 rooms) 22.8, 28.1 (all minor impacts) and 35, 35.5.38.6 and 39 % (all moderate impacts).

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

A comparison using the previously approved 13 storey massing has assessed whether the windows or rooms would receive more, the same or not noticeably less daylight or sunlight with the proposal in place compared with the SRF option.

Wharf Close - 12/43 (28%) of windows would meet the BRE VSC Alternative Target and 32/43 (74%) of the rooms would meet with the BRE NSL Alternative Target.

36 windows and 33 rooms in Wharf Close would have more daylight with the proposal in place than if the 13-storey consent had been constructed. Two rooms would have more sunlight. All the daylight levels in Wharf Close would be the same or perform better against the BRE Alternative Target figure with the proposal in place than they would be with the 13consented scheme.

Thomas Telford Basin – 65/76 (86%) of windows would meet the BRE VSC Alternative Target and 43/52 (83%) of the rooms would meet with the BRE NSL Alternative Target.

One window and 11 rooms would have more daylight with the proposal in place rather than the 13 consented scheme. Except for four bedroom windows, all the daylight levels in Thomas Telford would be the same or perform better against the BRE Alternative Target with the proposal in place rather than the consented scheme. Whilst there will be impact from both developments, the difference in impact would only be perceptible to four bedroom windows.

37 Chapeltown Street – 49/72 (68%) of windows would meet the BRE VSC Alternative Target and 37/43 (86%) of the rooms would meet with the BRE NSL Alternative Target.

At Chapeltown Street, seven windows and 19 rooms would have more daylight with the proposal in place as opposed the consented scheme. Except for one room on the ground floor, all the daylight levels would be the same, or perform better against the BRE Alternative Target.

Changes to the is massing, footprint and orientation of the scheme mean that notwithstanding the increase in height, the impact of the proposal is very similar to the 13-storey consent and in some cases the overall impact from the proposal would be less. 44 windows and 63 rooms would receive more daylight as a result of the proposal compared with the 13-storey consent.

There would be reductions against the baseline site conditions for some residents within Wharf Close, Thomas Telford Basin and 37 Chapeltown Street. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location.

Sunlight Impacts

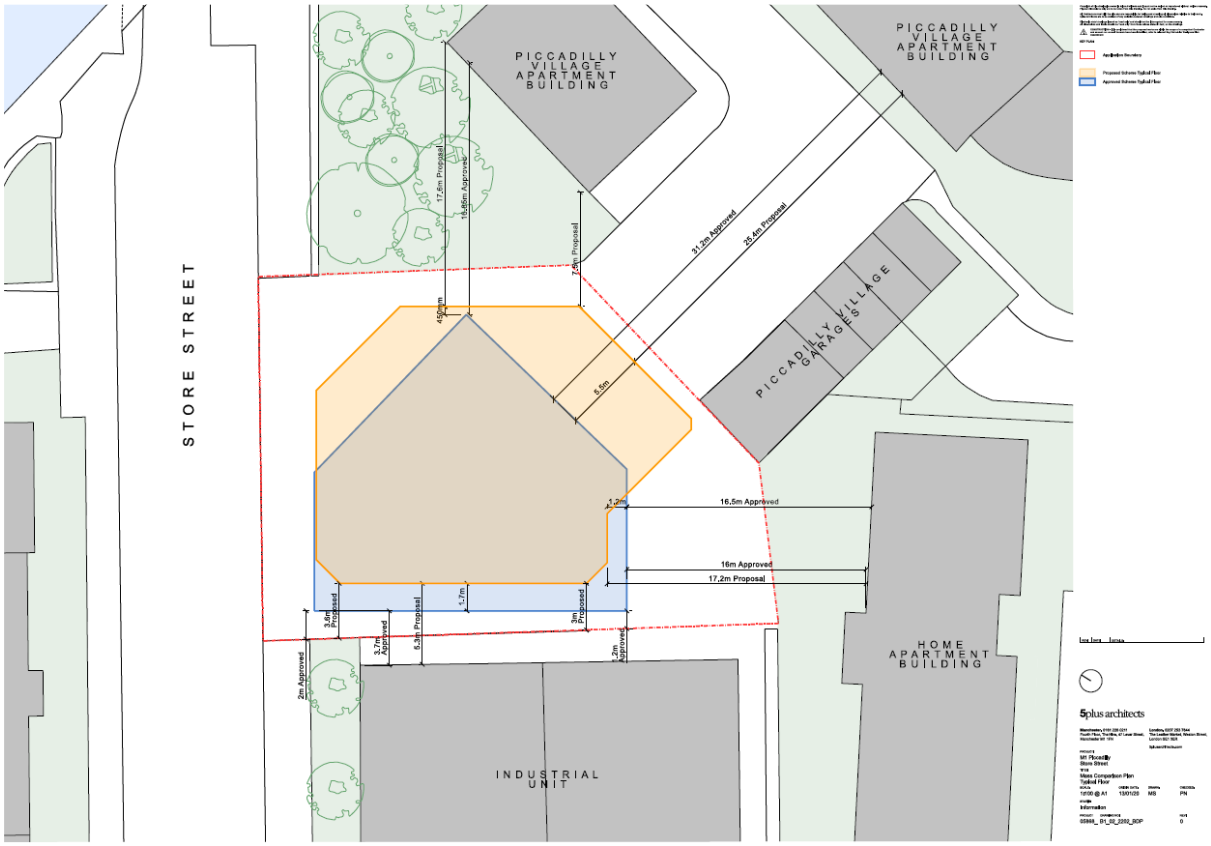
With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable, all relevant rooms (Wharf Close, Thomas Telford Basin and 37 Chapeltown Street) would achieve both the 25% annual and 5% winter APSH targets with the proposed development in place. This mirrors the results against the previous 13 storey consent such that there is no additional impact from the revised proposals. This good level of compliance with the APSH target and the perception of change would be minimal.

The impact on the daylight and sunlight received by some residents of Wharf Close, Thomas Telford Basin and 37 Chapeltown Street are important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location. Within that context, the surrounding properties would continue to exhibit good levels of daylight and sunlight with the proposal in place. The following is also important:

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

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

<u>Privacy and Overlooking</u>



Proposed (orange) and previously approved (grey) building footprint distances

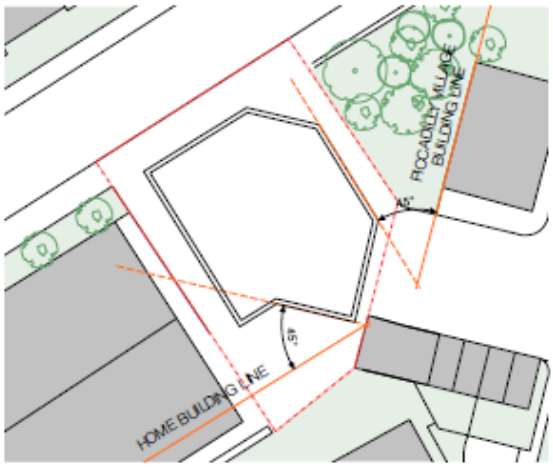


Illustration of angle of vision

Oxygen Millbank Street as illustration of distances

Smaller separation distances between buildings is characteristic of the City Centre. The building would be 16m from the façade of Block A at 37 Chapeltown Street. The previously approved scheme was 1.2m closer. The closest windows at 15.5m have been angled at 45° to mitigate the risk of overlooking habitable rooms. There are no perpendicular windows to the south eastern facade, and the larger window is located approximately 18m and at a 45° angle from the Block.

The nearest habitable room window at the Piccadilly Village apartment building to the north east would be 13.8m from this proposal. The topography of the site and the series of significant trees to the west of the Piccadilly Village building would provide further cover and screening to mitigate the risk of overlooking.

The remaining Piccadilly Village building is 25m away, exceeding the distance between the buildings on Millbank Street.

The proposal has set further back from this boundary to offer greater space to any on the industrial unit site. The previously approved scheme was also around 1.7m closer to the south western site boundary and the adjacent industrial unit.

Solar Glare and Light Reflection from Materials

There are two types of glare: disability glare, which is a safety issue and has been scoped out as not applicable to this development; and discomfort glare, which includes solar reflections impacting adjacent buildings. Discomfort glare does not impair the ability to see. Whilst it can be important where work involves continuous viewing of the outdoor space from a fixed vantage point. This would be typical of the site's urban location and could occur with any redevelopment proposal that includes glazing. It can generally be managed by using blinds or curtains when it occurs. For these reasons, residential uses are classified as having low-sensitivity any impact on residential amenity is not expected to be significant and does not require assessment.

The cladding proposed is anodised which has a matte finish, meaning it is naturally less reflective, than glass, for example.

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and the surrounding area. This has been modelled using high resolution Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing. This was combined with adjusted meteorological data from Manchester Airport to obtain annual and seasonal frequency and magnitude of wind speeds across the model.
The potential impacts were modelled within a 400m radius of the site (which is the UK industry standard for capturing local features which might be affected by the development). All of the scenarios included in the assessment were 360 deg full rotations, gusts were accounted for using the standard gust-equivalent-mean method, and results were reported for both windiest season (to capture worst case conditions) and summer (when the highest level of pedestrian activity would be expected).

The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to the wind. Trees and soft landscaping have not been included in the model, to ensure that conditions represent a reasonable worst-case scenario. Planning consented schemes within 400m radius of the site were included in the study

Potential impacts would be on people using the pavements adjacent to the development and use of outdoor facilities by residents. All are considered to be highly sensitivity to strong winds, as these can pose a risk to safety.

There would be no exceedances at ground level anywhere in the site of surrounding area or on any of the building terraces. All ground level comfort conditions would be suitable for their intended use. The level 1 north, level 2 and level 13 north terraces would be suitable for occasional use but may require local mitigation measures such as baffles or planting if they are to be used as long term dwell spaces.

Air quality

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

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

In terms of embedded mitigation, the premises would have air tight windows and mechanical ventilation.

The impacts on air quality once complete would be negligible. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives and residents would be exposed to acceptable air quality and the site is deemed suitable for homes.

54 cycle spaces are proposed and an Interim Travel Plan includes measures that promote the use of sustainable transport modes. These measures would contribute to reducing reliance on the private car and limit impacts on air quality.

Noise and Vibration

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

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

A condition can limit access to the communal terrace at night time and on site staff will be on duty during the day and night to manage the area. Any nuisance created on the private terraces cannot be policed by the planning system**.**

Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on television and radio broadcast services. The proposal may cause minor short-term interference to digital satellite television reception in localised areas, but mitigation would quickly restore the reception of affected television services, leaving no long-term adverse effects.

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

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

On balance, the proposal would meet the requirements of the CABE and EH guidance and the core strategy policy on Tall Buildings. .

Archaeological issues - GMAAS believe that there could be below ground remains. They recommend targeted archaeological excavation, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. The investigations could be secured through a condition.

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

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) - An Ecology Report concludes that none of the habitats at the site are of significant interest in terms of their plant species. Self-seeded trees have previously been removed and had no statutory protection. One tree remains to the south of the site.
As stems and branches had been left on site experienced surveyors were able to provide a reasonable assessment of the habitats present prior to the recent felling from their vegetative characteristics. None of the habitats present, or were present, are representative of semi-natural habitat. The trees and scrub would have been of 'local' value in terms of their geographical context, as they would have provided structural diversity and habitat for nesting birds. The site does not support Priority Habitat, or that the trees and scrub present prior to the felling operations would have been representative of a Priority Habitat.
No statutory or non-statutory protected sites lie on the site or immediately adjacent to its boundary. The site is 20 metres to the south-west of Ashton Canal Site of Biological Importance (SBI), designated for its importance as a wildlife corridor and for its important accessible natural greenspace in an otherwise urban landscape. Canals are a Greater Manchester Biodiversity Habitat. Rochdale Canal: Stott's Lane to Ducie Street Basin SBI is located 180 metres to the north and is designated for its artificial manmade habitats and the aquatic plant species it supports.

A Phase 1 Habitat Survey provides an overview of the habitats and assesses any potential protected species issues. It considers the site is sufficiently small and distant from all statutory designated nature conservation sites that the proposal would not impact upon them. No features suitable for use by roosting bats was detected at the tree within the site and the presence of roosting bats can be reasonably discounted.

The height of the proposal could create impacts from increased artificial lighting on the Ashton Canal (West) SBI, which could create negative effects on its suitability as a wildlife corridor and for foraging and commuting bats. A lighting scheme to mitigate against any potential detrimental impact is recommended and could be secured through a condition.

An assessment of the potential of the proposal to cause additional shading on the Ashton Canal SBI and create negative effects on aquatic plant species concludes that such impacts can be reasonably discounted.

Green roofs have been specified which would increase biodiversity and the applicants have committed to maximising the extent of these during detailed design. There are recommendations in the Ecology Report regarding enhancements that could be included to improve biodiversity and the applicants have confirmed that this would include House sparrow nesting terraces around the external car park area and on the roof, two Black Redstart boxes with potential to include a foraging habitat on a flat roof area (subject to structural capacity), a bee hive on the roof, or on the lower level green roof / boundary landscaped area to attract solitary bees and other pollinating invertebrates. The planting schemes for the green roof and accessible terrace areas would consider species known to attract pollinators such as bumblebees and butterflies. The final details can be secured through a condition.

Waste, Recycling and Servicing - The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments. The collection strategy would be part of the Resident Management Strategy which would be a planning condition. Waste would be sorted into containers in the homes which residents take to the ground floor storage area and would be collected weekly by MCC.

Floor Risk, Drainage Strategy - The site is in Flood zone 1 and is low risk site for flooding. It is in the Core Critical Drainage Area in the Council Strategic Flood Risk Assessment and requires a 50% reduction in surface water run-off as part of brownfield development. The Ashton Canal is 30m to the north east.

The use is appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. The site is undeveloped and considered to be a greenfield site for drainage design. SUDS would be managed through attenuation storage in ground tanks with a flow control device. Flow rates would be aligned with the betterment requirements for the SRFA. The underlying soil is predominantly clay with low levels of permeability which could prevent the use of Suds infiltration techniques, but this will be investigated further through a condition.

The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles.

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

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

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

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

The homes could be adapted to meet the changing needs of occupants over time, including those of older and disabled people. All apartments and amenity spaces would be accessed via large passenger lifts which would exceed minimum standards. All primary circulation routes would have sufficiently clear widths to facilitate ease of movement for all users including wheelchairs and pushchairs. 6 (11%) of the apartments having the potential for upgrading to M4(2) Category 2: Accessible and adaptable dwellings and all are designed to be Part M (building regulations compliant) for visitors.

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

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

Summary of Climate Change Mitigation / Biodiversity enhancement

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

Green roofs have been specified, providing reduced rainwater runoff and urban cooling, as well as increased biodiversity. The external amenity spaces and other measures detailed above should improve biodiversity and enhance wildlife habitats that could link to established wildlife. Native planting would be investigated through conditions.

Developments must achieve a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 9% improvement over Part L 2013. The development would achieve 9.4%

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. There would be no on site parking and the development would be highly accessible by sustainable transport. There would storage capacity for 57 cycle spaces.

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

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

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

- improve physical and mental health;
- promote regeneration;
- not harm the natural environment and would reduce carbon emissions;
- provide job opportunities for local people
- help to foster a sense of community by creating opportunities for people to come together communal areas;
- help to reduce crime through passive surveillance from the active ground floor uses and the overlooking from homes;
- improve legibility along Store Street providing stronger visual links to regeneration areas to the north and increase the attractiveness of routes within the HS2 SRF;
- provide access to services and facilities via sustainable transport, such as cycling and walking. The site is close to Metrolink, rail and bus links;
- not impact on the air quality, flood risk, noise or pollution and there will be no contamination impacts;
- not have a detrimental impact on protected species; and
- regenerate previously developed land with limited ecological value in a highly efficient manner

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

the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

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

Objectors Comments

These are largely addressed in the main body of the Report above however the following points should also be noted:

- The visualisations have been prepared to the recognised standard and provide an accurate representation of the proposals.

- The TVA includes two views on Store Street relatively near to Wharf Close; one to the east (View 1) and one to the west (View 2). View 4 on Ducie Street is close to Wharf Close. Views 2 and 4 show the scale of the proposal in comparison to Wharf Close and can be used in addition to the submitted drawings to understand the scale relationship with surrounding residential buildings of the Wharf Close and Piccadilly Village developments.

- There is no right to a view and loss of views are not protected by planning policy or guidance. It is not uncommon for adverse effects on views and visual amenity as a result of new development. Residential Visual Amenity is one component of 'Residential Amenity and are typically used in relation to wind energy proposals given the height and size of modern wind turbines. RVAAs of tall buildings in built up city centre environments are uncommon and would only be needed if the proposed development effected the outlook / visual amenity of a residential property to such a degree that it crossed a visual amenity threshold, to the extent that it may not be in the public interest to permit such conditions to occur.

- High density development within the City Centre is supported by policies within the Core Strategy.

- The proximity of the development ranges from 7.5m to 17.6m and it is only one corner (4 windows) of Thomas Telford Basin at a 7.5 m distance. These distances are not unusual in the City Centre and there would be no direct overlooking and in the case of the adjacent Thomas Telford Basin block there are trees between the site and the development site.

- The BRE assessment provides a useful starting point to assess daylight and sunlight impacts, the dense character of the City Centre generally means that most new residential development would not meet the BRE targets. Manchester has an identified housing need and the city centre is the most appropriate location for new development. It is necessary to take a balanced view on sunlight/daylight impacts.and standard target values are not normally adopted in a city centre. If they were applied rigidly, little development would take place in city centres. Therefore, the BRE Guide suggests alternative' target values, for use in city centres.

- The sunlight and daylight report has measured the impacts of a cleared site against the proposal. In line with the BRE Guidelines these impacts have been compared against the previously approved scheme to establish if the impacts from this scheme would result in greater or less impact as detailed above.

- Rights of light are a private matter.

- Highways consider that the proposal would not generate a significant increase in vehicular trips. Independent road safety audit raise no concerns regarding the loading bay/cycleway conflict issue raised by TfGM.

- The Statement of Community Involvement reflects guidance in the Council's Statement of Community Involvement (2018) and guidance set out within the NPPF. A range of communication methods were used to provide information and ensure that people had the opportunity to provide their feedback. Piccadilly ward members were contacted and a letter distributed to 758 nearby commercial and residential properties. A website,provided provided information. The Statement of Community involvement includes a section responding to all comments raised during the Consultation and where feasible / appropriate how the scheme has evolved to respond to those comments.

Comments in Response to Objection from Adjacent Landowner

The applicant has engaged the adjacent owners on a number of occasions. This proposal appears to be more advanced than those at the adjacent site. It is not considered that this proposal would prejudice development coming forward on the adjacent site. This proposal incorporates a 3m set back to provide separation.

The proposal is set back 3 as opposed to 1.2 m in the consented scheme. The windows are generally narrow/'slot' windows to second bedrooms and therefore less significant in relation to sunlight/ daylight levels. Main living room windows have largely been avoided on the south-west elevation so that the adjacent site would not be unduly impacted. There is only one window on level 12 which serves living space on this elevation, but there are three other windows to the same space to the Store Street elevation.

The previously consented scheme had some larger windows to bedrooms and living space to each floor on this elevation. This proposal would create better separation and less and smaller windows.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure an initial contribution and appropriate reconciliation payment for offsite affordable housing through a further review at an agreed point with a mechanism to re-test the viability should there be a delay in the implementation of the proposal as explained in the paragraph with the heading 'Affordable Housing'

CONCLUSION

Significant concerns have been raised by the local community about this development but those concerns have been fully addressed in this Report.
The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise. It would establish a sense of place, would be visually attractive, optimising the use of the site and would meet with the requirements of paragraph 130 of the NPPF

The 54 apartments would contribute positively to housing supply in the City and population growth in the area. One, two and bedroom homes would be created with ancillary amenity spaces. The development would make a positive addition to the city skyline delivering a form of development which would improve legibility and wayfinding along a key pedestrian route into the City Centre.

The removal of this long standing vacant site would be beneficial. The building would be of a high standard of sustainability and would be energy efficient and operate on an all-electric system offering the most suitable long terms solution to energy supply and carbon reductions. There would be a contribution to offsite affordable housing and a review of the viability at a later stage. Careful consideration has been given to the impact of the development on the local area (including residential properties) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, solar glare, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The buildings and its facilities are fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses. There would be some localised impacts on adjacent listed buildings and structures with the level of harm being considered less than substantial and significantly outweighed by the substantial public benefits. The proposals represent sustainable development and would deliver significant social, economic and environmental benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the adjacent listed buildings and the character of the adjacent conservation area as required by virtue of the Listed Buildings Act within the context of the above, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 189, 197, 199, 200 and 202 of the NPPF and that the harm is outweighed by the benefits of the development.

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

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

Recommendation Minded to Approve subject to the signing of a section 106 agreement in relation to an initial off site affordable housing contribution, with a future review of the affordable housing position

Article 35 Declaration

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

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

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

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

(a) Site Location Plans MP-00-0000, MP-00-0001, MP-00-2200 and MP-00-2201;

(b) Dwgs 05868 B102 2200 Rev H Proposed General Arrangement Plans - Ground Floor, 05868 B1 022201 Rev G Proposed General Arrangement Plans - First Floor, 05868 B1 02 2202 Rev F Proposed General Arrangement Plans - 2nd Floor, 05868 B1 02 2203 Rev 0 Proposed General Arrangement Plans - 3rd-13th Floor, 05868 B1 02 2214 Rev A Proposed General Arrangement Plans 14th, 15th & Roof

05868 B1 04 2201 Rev E Proposed Elevation - Elevation AA, 05868 B1 04 2202 Rev D Proposed Elevation - Elevation BB, 05868 B1 04 2203 Rev C Proposed Elevation - Elevation CC, 05868 B1 04 2204 Rev C Proposed Elevation - Elevation DD, 05868 B1 04 2205 Rev D Proposed Elevation - Elevation EE, 05868 B1 05 2201 Rev C Proposed Section - Section AA, 05868 B1 05 2202 Rev A Proposed Section - Section BB,

05868 B1 05 2203 Rev A Proposed Section - Section CC, 05868 MP 00 4201 Rev A Ground Floor Bay Study, 05868 MP 00 4202 Rev A Typical Floor Bay Study, 05868 MP 00 4203 Rev A Upper Floors Bay Study, 05868 MP 05 1001 Rev 0 Contextual Elevations Elevations AA and BB

G21208 - Utility Survey Utility Survey of Land, M00280 L200 Rev B Landscape Masterplan, M00280 L201 Rev B Levels Plan of site

M00280 L300 Rev B Planting Plan and 05868 B1 02 2202 OVLK Overlooking Distances Plan Typical Plan

(c) Sections 3.6 and 6.1 of the Design and Access Statement stamped as received on 17-05-22;

(d)Waste Storage and Management (Residential and Commercial) as set out in Waste Management Strategy M1 stamped as received on 19-01-22 as amended by Zerum's e-mail 04-05-22

(e) Recommendations in sections 3,4,5 and 6 of the Crime Impact Statement VERSION A: 30th June 2021 stamped as received on 23-12-22;

(f) Archaeological Desk Based Assessment of land at Store Street,Manchester, ARS Ltd Report 2021/50, March 2021 (Updated December 2021) stamped as received on 23-12-22;

(g) Inclusions of measures and targets set out M1 Piccadilly, Manchester Environmental Standards, and Circular Economy Statement PWM-FUT-ZZ-XX-RP-0003 by Futureserve dated 08/11/21 stamped as received on 23-12-22;

(h) Broadband Connectivity Assessment M1 Piccadilly by GTech stamped as received on 23-12-21;

(i) M1 Piccadilly Fire Statement Piccadilly Wharf by BB7 dated 19-10-22 as amended by Zerum's e-mail 04-05-22 and Dwg 05868 B1 02 2201 G First Floor GA;

(j) Air Quality Assessment, M1 Piccadilly, Manchester, Dated 16th June 2021 stamped as received on 23-12-21;

(k) Drainage Strategy Assessment by The Alan Johnston Partnership LLP Ref: PWM-AJP-ZZ-XX-RP-C-3010 15-06-22 stamped as received on 23-12-21;

(l) Television and Radio Reception Impact Assessment, M1 Piccadilly by GTech Surveys Ltd 15-06-21 stamped as received on 23-12-21;

(m) Land at Piccadilly Wharf, Store Street, Manchester M1 2WA, ECOLOGICAL SURVEY AND ASSESSMENT, December 2021
[ERAP (Consultant Ecologists) Ltd ref: 2021-033] stamped as received on 23-12-21;

(n)Piccadilly Wharf, Manchester, Transport Statement and Travel Plan 210617/SK22109/TS01(-01) by SK stamped as received on 23-12-21;

(o) Daylight & Sunlight, IMPACT ON NEIGHBOURING, PROPERTIES, Piccadilly Wharf, Manchester by GIA 19-01-22 stamped as received on 19-01-22;

(p) PICCADILLY WHARF, MANCHESTER, UPDATED PHASE 1:PRELIMINARY RISK ASSESSMENT June 2021 by LKK Group stamped as received on 23-12-21;

(q) M 1 P i c c a d i l l y, To w n s c a p e a n d V i s u a l A p p r a i s a l and TVIA Viewpoints Store Street, Piccadilly , Manchester by open stamped as received on 23-12-21;

(r)M1 Piccadilly, Manchester, Environmental Standards and Circular Economy Statement PWM-FUT-ZZ-XX-RP-0003 and M1 Piccadilly
, Manchester Energy Statement PWM-FUT-ZZ-XX-RP-0001 by Futureserv stamped as received on 23-12-21;

(s) M1 Piccadilly, Store Street, Manchester, Noise Assessment, For Piccadilly Wharf Ltd by Hydrock dated 11-06-21 stamped as received on 23-12-21

(t) Heritage Statement, M1 Piccadilly, Store Street, Manchester - December 2021 stamped as received on 23-12-21;

(w) WIND MICROCLIMATE, ASSESSMENT REPORT, Piccadilly Wharf, Manchester by GIA dated December 2021 and stamped as received on 23-12-21;

(x) M1 Piccadilly, Manchester Ventilation Statement PWM-FUT-ZZ-XX-RP-0002;

(y) Installation of ELV points in accordance with by Zerum's e-mail 04-05-22 ; and

(z) Accessibility and Inclusion Statement by 5Plus, received on 18-05-22.

(aa) Zerum's e-mail 19-05-22 in relation to on site security.

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

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

*baseline samples and specifications of all materials to be used on all external elevations;

*drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and

*a programme for the production of the full sized sample panels a strategy for quality control management; and

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

and

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

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

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

4) Before the Enabling Works Package set out within Enabling Works Strategy stamped as received on 20-05-22 commences final details of the extent and nature of the enabling works (Enabling Works Package) along with the following details:

*A surveyed record of the existing site condition;
*Display of an emergency contact number;
*Details of Wheel Washing;
*Dust suppression measures;
*Compound locations where relevant;
*Location, removal and recycling of waste;
*Routing strategy and swept path analysis;
*Parking of construction vehicles and staff;
*Sheeting over of construction vehicles;
*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;

* Details of the loading and unloading of plant and materials;
* Details of the storage of plant and materials used in constructing the development;

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

The enabling works shall be carried out in accordance with the approved Enabling Works Package .

For the avoidance of the doubt the Enabling Works Package would not constitute commencement of development.

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

5) Before the Enabling Works detailed within condition 4 commence, details of how the current site will be reinstated to its current condition (including scaled plans) should the development hereby approved not commence within the timescales set out within condition 1 shall be submittted and approved in writing by the City Council as Local Planning Authrity

Should the development not proceed within the timescales set out in condition 1 and following the commencement of the Enabling Works, the site shall be reinstated in accordance with the approved details within 18 months of the commencement of the Enabling Works.

Reason: In the interests of the amenity of the area, pursuant to policies SP1 and DM1 of the Core Strategy and Guide to Development 2 (SPG)

6) a) Notwithstanding the PICCADILLY WHARF, MANCHESTER, UPDATED PHASE 1:PRELIMINARY RISK ASSESSMENT June 2021 by LKK Group, prior to the commencement of the development the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to

remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

7) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority

*Display of an emergency contact number;
*Details of Wheel Washing;
*Dust suppression measures;
*Compound locations where relevant;
*Location, removal and recycling of waste;
*Routing strategy and swept path analysis;
*Parking of construction vehicles and staff;
*Sheeting over of construction vehicles;
*Communication strategy with residents which shall include details of how there will be engagement, consult and notify residents during the works;
* Details of the loading and unloading of plant and materials;
* Details of the storage of plant and materials used in constructing the development;

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

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

8) Prior to the commencement of development a programme for submission of final details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

(a) Details of hours during which the terrace at 1st floor level will be open to residents and the mechanisms which would prevent use outside of those hours;

(b) Details of (a) all hard (to include use of natural stone or other high quality materials) around the site perimeter (excluding Store Street pavements)

(c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the details species within the shared terrace areas, bee hotels and opportunities for bird nesting (including House Sparrows and Black Redstarts);

(d) Final details of the green roofs (1st floor parking roof and main roof level) including details of planting species to be included and details of on going maintenance;

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

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

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

In order to discharge the above drainage condition the following additional information has to be provided:

*Consideration of alternative green SuDS solution (that is either utilising infiltration or attenuation) if practicable;

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

*Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;

*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.

*Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible

or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

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

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

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

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

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

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

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

1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:
i - an archaeological watching brief undertaken during site investigations (where intrusions will aid understanding of depths of made-ground and horizons of archaeological survival/truncation)
ii - (informed by (i) and in consultation with GMAAS) archaeological evaluation trenching (subject of a new WSI)

iii - (informed by (ii) and in consultation with GMAAS) more detailed excavation (subject of an addendum to the evaluation WSI)
2. A programme for post investigation assessment to include:
i - analysis of the site investigations records and finds
ii - production of a final report on the investigation results.
3. Deposition of the final report(s) with the Greater Manchester Historic Environment Record.
4. Dissemination of the results commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with NPPF Section 16, Paragraph 205 - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and

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

Reason

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

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

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

14) Notwithstanding the recommendations within the M1 Piccadilly, Store Street, Manchester, Noise Assessment, For Piccadilly Wharf Ltd by Hydrock dated 11-06-21 and stamped as received on 31-1-21 before any above ground construction commences details of the following shall be submitted:

(a) a scheme for acoustically insulating and mechanically ventilating the residential accommodation against local road traffic network, any local commercial/industrial

premises and the insulation requirements and specification for service risers /lift shafts; and

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

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

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

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

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

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

15) Notwithstanding the Television and Radio Reception Impact Assessment, M1 Piccadilly prepared by GTech Surveys Ltd 15-06-21 within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

16) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by

the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

i) the measures proposed to recruit local people including apprenticeships

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

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

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

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

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

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

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

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

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

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

(b) How access to the communcal terraces would be managed during the evening /night

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

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

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

20) The development hereby approved shall be carried out in accordance with the Piccadilly Wharf, Manchester, Transport Statement and Travel Plan 210617/SK22109/TS01(-01) by SK

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

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

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

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

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

07:30 to 20:00 Monday to Saturday

10:00 to 18:00 Sundays and Bank Holidays

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This shall include the following:

(a) Details of the Car Club Bay location;
(b) Removal / relocation of existing parking bays;
(c) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries; and
(d) Any amendments to the existing TRO associated with the above;

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

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).

29) The development shall be carried out in accordance with the Crime Impact Statement VERSION A: 30th June 2021

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

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

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

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

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

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

32) Prior to the first occupation of the residential element, the 54 cycle parking places proposed at ground floor and the 3 visitor parking as as detailed within section 3.1 of the Design and Access Statement by 5plus shall be provided and thereafter retained and maintained in situ.

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

33) In relation to site layout, water supplies for firefighting purposes and access for fire appliances,the development shall be implemented in accordance with the Fire Safety Measures set out in the M1 Piccadilly Fire Statement Piccadilly Wharf by BB7 dated 19-10-22 as amended by Zerum's e-mail 04-05-22 and Dwg 05868 B1 02 2201 G First Floor GA and response within Zerum's e-mail dated 04 05 22 (subject to Buildings Regulations and other required safety sign off)

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

34) Before development commences final details of the wind mitigation to the level 1 north, level 2 and level 13 north terraces
as shown in dwg

and confirmation from a suitably qualified Wind Consultant that this would be adequate shall be submitted to and approved in writing. The approved scheme shall be implemented prior to any use of the terrace commencing and and thereafter retained and maintained in situ.

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

35) The development hereby approved shall be carried out in accordance with the targets within the Inclusions of measures and targets set out M1 Piccadilly, Manchester Environmental Standards, and Circular Economy Statement PWM-FUT-ZZ-XX-RP-0003 by Futureserve dated 08/11/21 stamped as received on 23-12-22 and a post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

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

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

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

to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

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

37) Waste Storage and Management shall be implemented in accordance with the following:Waste Storage and Management (Residential and Commercial) as set out in Waste Management Strategy M1 stamped as received on 19-01-22 as amended by Zerum's e-mail 04-05-22

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

38) Prior to the installation of any building lighting details of how this has been designed and would be operated to ensure that any impact on foraging bats would be negligible shall be submitted to an approved in writing by the City Council as Local Planning Authority.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason - In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

Informatives

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

Commuted sums are required for any non-standard materials (and street trees) used on the adopted highway.

2) the applicant toreview the Western Leg Hybrid Bill to ensure that they are aware of the proposed HS2 works in thatlocation (see here https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.gov.uk%2Ftransport%2Fhs2-phase-2b&data=04%7C01%7Cplanning%40manchester.gov.uk%7C567959178a5d4b

8e536308d9e57bb2b7%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C0%7C637793141706594276%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000&sdata=yNgxw80XYcof%2FizZCX0cXsnxh1cVVkzhpd7pybjdd5s%3D&reserved=0)

3) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

Workforce may arrive on site 30 minutes prior but no working outside these times, unless changed by prior agreement. Noise to be kept to a minimum in the first hour. Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction phase.

4) Any materials approved for planning purposes should be discussed in full with Building Control. This is to ensure they meet the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with the Building Regulations you should discuss these with the Planning Service as soon as possible as this could materially effect your permission.

5) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

6) As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

7) For this development proposals for good practice principles for both the design and operational phases are recommended. Reference should be made to IAQM/EPUK guidance: http://iaqm.co.uk/guidance

8) Should there be any basement excavations proposed adjacent to the highway structural drawings and calculations for the temporary and permanent support works must be submitted for checking (for a fee) to MCC Bridges/Structures Section. The applicant is advised to contact highways.structures@manchester.gov.uk.

9) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement to be funded by the applicant

10) Nesting birds: No works to trees or shrubs shall occur between the 1st March and 31 st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out

11) INNS Management: It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as wall cotoneaster are included within this schedule. If any wall cotoneaster will be transported off site as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence .

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: 132626/FO/2022 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.

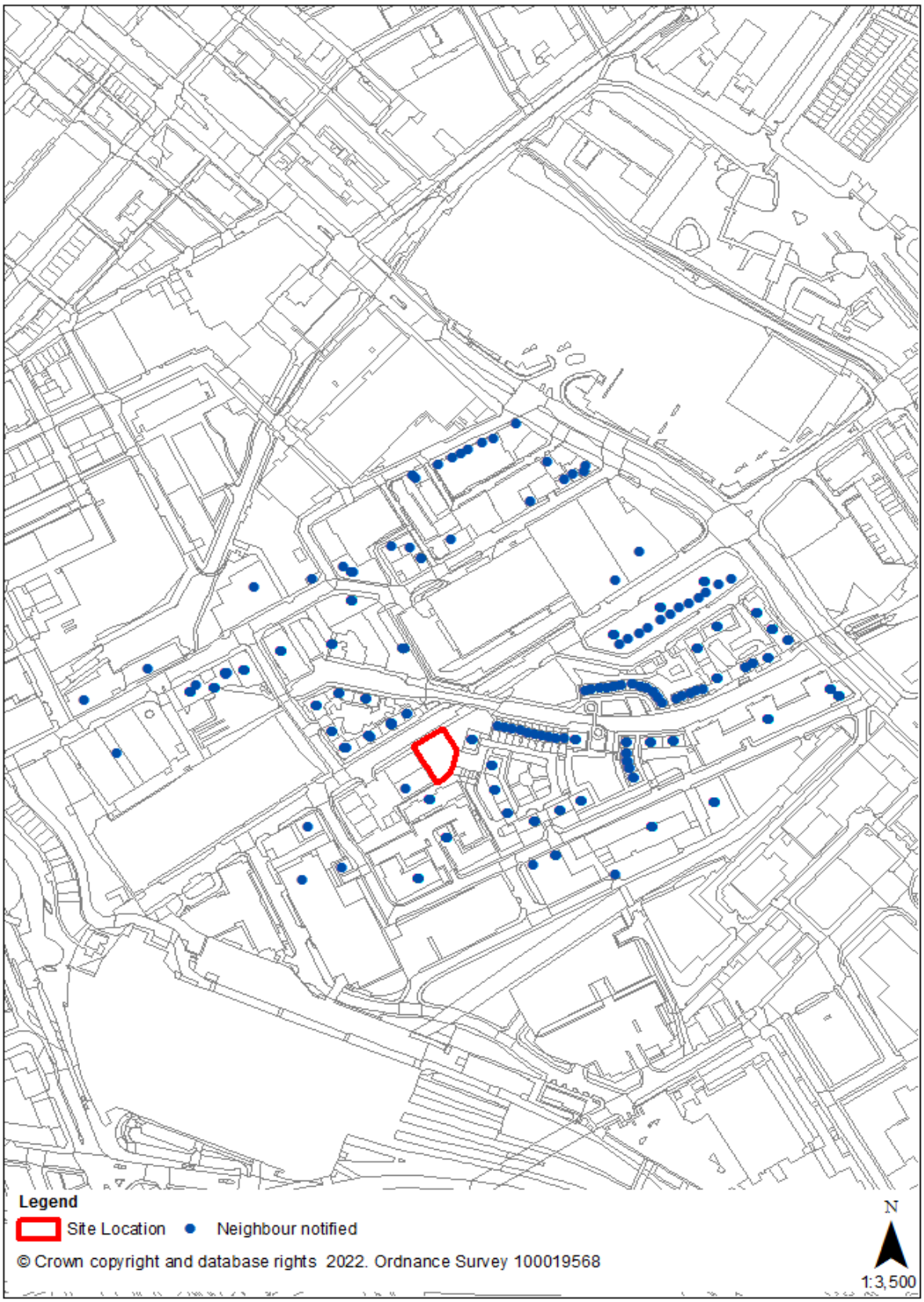
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Renegeration
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
High Speed Two (HS2) Limited
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
GM Fire Rescue Service
Piccadilly Village Residents Association
Greater Manchester Archaeological Advisory Service

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

Representations were received from the following third parties:

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