Application Number	Date of Appln	Committee Date	Ward
132489/FO/2021	4 Jan 2022	28 July 2022	Piccadilly Ward

Proposal Erection of a part-33, part-11, part 9 part 7 storey residential building above semi-basement level, with associated residents' amenity space including gym (Use Class C3) (comprising 481 dwellings), commercial space (Use Class E), basement car parking (47 spaces), cycle parking (481 spaces) landscaping, and other associated works

Location Port Street, Manchester, M1 2EQ

Applicant Manchester (Port Street) Limited, C/o Agent

Agent Mr Niall Alcock, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The Planning and Highways Committee were 'minded to refuse' this proposal on 30 June 2022 on the basis that it would be one storey taller than set out in the Piccadilly Basin SRF.

The proposal is for 481 homes with two commercial units in a part-33, part-11, part 9 part 7 storey building with hard and soft landscaping. 211 letters of objection have been received from 2 rounds of notification and 34 letters of support. Many did not object to the principle of the site being developed, supporting the creation of more housing with appropriate facilities and are keen to see it brought back to life but object to the form of development.

The objections relate to design and scale, heritage and townscape, affordable housing/ need and viability, privacy and living conditions of adjacent residents, provision of public realm, traffic, highways and parking, climate change / embodied carbon, compliance with Planning Policy, precedent 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 on a brownfield, previously developed site. It is part of the Piccadilly Basin and HS2 SRF Areas and adjacent to the Ancoats and New Islington SRF. It would provide one, two and three bedroom homes which meet the Council's space standards. The development would have 47 car parking spaces. The commercial units would provide active street frontages and the public realm would include tree planting and areas of private external space for residents.

Economic: The development would create 601 full time equivalent jobs over the 2 year build period plus jobs in supply chain expenditure. Total net GVA from the

construction phase would generate around £28.5 million. 24 jobs would be supported on site on completion creating GVA of £1.12 million.

485 homes would accommodate up to 844 residents who would spend around £4.1m per annum locally, equating to the creation of 41 full time jobs. Council tax revenue is estimated to be £0.88 million per annum and increased household spend around £3.8m per annum in the local economy.

Social: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The construction phase could provide around 120 new trainee placements. Commercial units would bring active frontages and natural surveillance. The development would be fully accessible and 10 parking spaces for disabled people would be provided in the basement. The public realm has been designed to deal with the level changes across the existing site to make it fully accessible. Crime and anti social behaviour would be minimised with an effective lighting scheme. Natural play equipment would be included within the public realm.

Environmental: This would be a low carbon development in a highly sustainable location. The development would be all electric. 100% on site cycle provision would be available. There would be no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and would include SuDS features such as rain gardens within the public realm. The ground conditions are not complex or unusual. The height, scale and appearance would contribute positively to the Piccadilly Basin and HS2 SRF Areas. Secured by Design principles including temporary gating during the evening of the public realm 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 is a significant development which would have some impact on the setting of nearby listed buildings and structures and on adjacent conservation areas. Historic England consider that the harm would be less than substantial, with the harm to Brownsfield Mill (Avro) falling at a mid-point of the spectrum of harm envisaged by paragraph 202 of the NPPF. Nevertheless, this would be less than substantial and would be outweighed by public benefits.

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

BACKGROUND

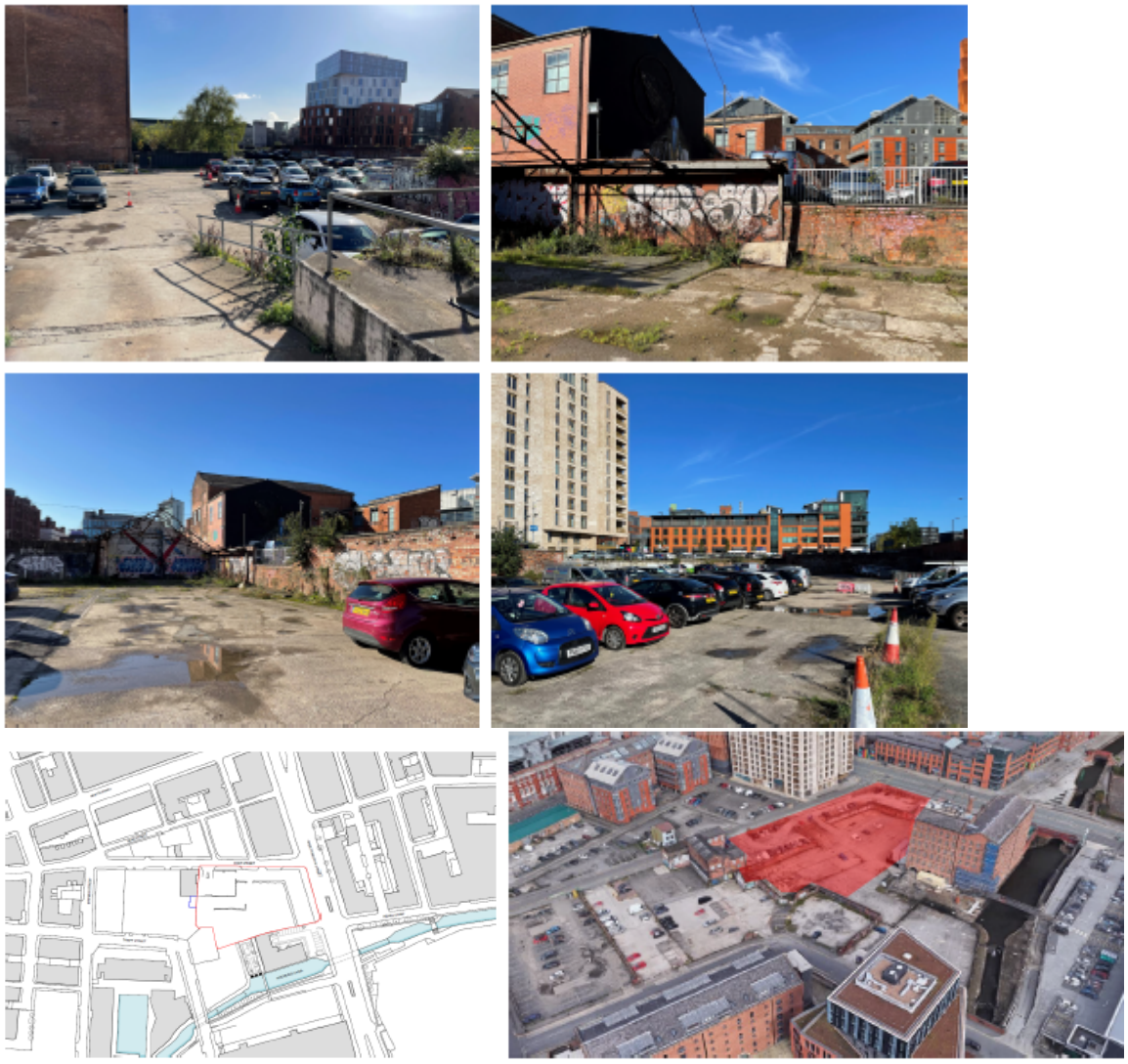
The Planning and Highways Committee were 'minded to refuse' this proposal on 30 June 2022 on the basis that it would be one storey taller than set out in the Piccadilly Basin SRF. They requested officers to present a further report with a potential reason for refusal.

The applicant has subsequently revised the scheme and has reduced the height to 33 storeys in order to fully comply with the Piccadilly Basin SRF. In light of this, officers cannot present a potential reason for refusal.

The scheme would be consistent with the height indicated in the Piccadilly Basin SRF. The manner in which it complies with approved planning policies is clearly set out and addressed in the report. It is these policies that must form the basis of decisions made by the Local Planning Authority, including the Planning and Highways Committee. Planning law requires that applications for planning permission are determined in accordance with the development plan, unless material considerations indicate otherwise.

Officers consider that the scheme is acceptable and should be approved.

DESCRIPTION OF THE SITE



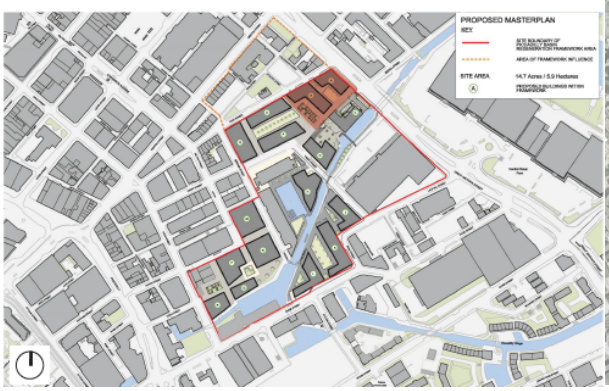
Site location, appearance and context

This 0.48 ha site is bounded by Great Ancoats Street, the Grade II * Listed Brownsfield Mill (Avro Building), a surface car park (approximately 100 spaces) and

Port Street. It is used for parking but was formerly timber yards. There are level changes across the site.

The site is close to the Northern Quarter, Ancoats Urban Village and New Islington which contain established residential communities. Port Street provides a link to cultural and commercial activity and to Ancoats through linkages to Redhill Street. Great Ancoats Street is a key traffic route around the city centre.

The site lies within Piccadilly Basin and is covered by two Strategic Regeneration Frameworks (SRFS): The HS2 Piccadilly SRF (2018) and the Piccadilly Basin SRF (2016). A number of SRFs have been endorsed for Piccadilly Basin since the 1990's.



Piccadilly Basin SRF and application site

HS2 SRF Boundaries (Piccadilly SRF Area 10)

The environment of the area has been improved considerably and three important listed building have been restored but the delivery of new development has not progressed at the same pace as other nearby areas despite the site's locational advantages. The site and the immediate area display all the signs of urban blight and neglect with a prevalence of poor quality surface car parks on the sites of former industrial buildings. The street pattern changes in this area from the close grid of the Northern Quarter to the more linear pattern of Ancoats. Port Street reinforces this change.

The Ancoats and Stevenson Square Conservation Areas are nearby as are a number of significant listed buildings including Brownsfield Mill (Avro Building), the Former Rochdale Canal Warehouse (Jacksons Warehouse) (Tariff Street), Murray's Mill and Royal Mill (Redhill Street) (all Grade II* Listed) and 72-76 Newton Street, 50-62 Port Street, Carvers Warehouse (Dale Street) and the Rochdale Canal Path and retaining wall (Redhill Street) (all Grade II Listed).

The principal character of buildings around are a mix of massive cotton spinning mills, adjacent to the Rochdale Canal and beyond the cleared land in proximity to the site, some lower level Georgian buildings. Beyond these are more modest scale former warehouses. The recently completed Oxid House (13 storeys) and Astley (9-15 storeys) developments on Great Ancoats Street have established a more city scale along this side of Great Ancoats Street.

The site is within easy walking distance of the main shopping areas and close to Piccadilly Station. There are bus routes on Great Ancoats Street and Piccadilly Gardens Bus Interchange is located is a short walk. The site also has excellent

connections to East Manchester and North East Manchester. There is a multi-storey car park at the Urban Exchange.

The site is in Flood Zone 1 and is at a very low risk of flooding from surface water, it is in a Critical Drainage Area and in an Air Quality Management Area (AQMA).

DESCRIPTION OF DEVELOPMENT

Permission is sought for the erection of a part-34, part-11 storey, part -9 part- 7 building above a semi-basement level to provide 481 homes (Use Class C3) with 158 one bed (32.6%), 309 two bed (63.7%) and 18 three bed (7%). There would be a double height ground floor commercial space (2 units one facing Great Ancoats Street and one Port Street) (Class E) (595 m2), reception area and management suite, residents lounge and amenity areas (including a resident's gym) and bin store.

481 cycle parking spaces and 47 car parking spaces would be provided in the basement. 10 parking spaces would be EV enabled, and the remainder designed to be upgraded. 10 spaces would be suitable for use by disabled people. Access to the car park would be from a single ramp with a traffic light system from Port Street.

Ground floor plan

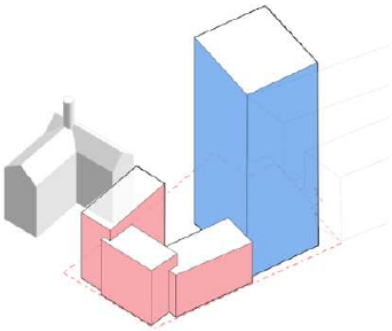
Private and public hard and soft landscaped areas would link Port Street and Great Ancoats Street to routes though the canal basin, facing the Avro Building. The area splits are approximately as follows: public 1,482sqm and private 780 sqm.

The residential accommodation would be serviced from a loading bay on Port Street close to the building entrance. The loading bay would also act as a taxi drop off. The retail units would be serviced from the front either via Port Street or Great Ancoats Street.

The development would comprise two distinct elements with a 33 storey Tower on Port Street and a lower perimeter podium that forms a new street frontage to Port Street and Great Ancoats Street. The podium would comprise three components stepping up as the building wraps comprising: Port Street (7 storeys)Great Ancoats Street (9 storeys) and Brownsfield Mill (11 storeys)

The building footprint would wrap around a resident's courtyard garden and the blocks would be connected via a loggia facing this courtyard. The stepping of the massing creates areas for a roof terraces and green roofs. Corner balconies articulate the massing. Apartments in the Brownsfield Mills block would be arranged around a smaller side core. The core would contain a refuse chute lobbied from circulation spaces, serving the ground floor refuse store.

There would be a double height amenity space within the 7th floor of the Port Street Tower Block connected to an external resident's terrace on the roof of the 7 storey Port Street block.



The scale, massing and materials of the Podium blocks would respond to the historic mills and new developments, and to more traditional construction techniques and detailing. The façade materials would be a mix of brick and anodised aluminium panels and glazing. The Tower would have materials with a mix of dark red / brown solid and perforated anodised aluminium, panels and glazing.

Each dwelling would have a whole dwelling mechanical ventilation heat recovery (MVHR) system. This allows the construction of a tightly sealed and correctly ventilated environment improving energy efficiency by reducing thermal heat loss through reduced infiltration and improving air quality. Residents would have natural ventilation openings and a boost mode and summer bypass. The purge ventilation would be provided through perforated screens and openable vents in the head of the window openings in the Podium. The system would recycle waste heat improve energy efficiency.

49 (10%) of the residences would be adaptable for disabled residents.

The public realm includes 56 trees (including 2 street trees on Port Street) furniture and grassed areas for public use. Level access would be provided between Piccadilly

Basin and Great Ancoats Street. The design includes planted terraces and steps and could facilitate future pedestrian routes through the area as adjacent sites are developed. The public realm will be open during daylight hours and closed off via gates on Great Ancoats Street and Port Street during night-time to allow for suitable management of the space before it is a functioning through-route when development of adjacent plots comes forward. The space would be fully managed and maintained by the applicant.

The private communal courtyard would provide a secure space for residents with open lawns, for small gatherings and informal leisure activities, a seating area with a covered shelter and various places to sit on the edges of planters. A terrace would provide a spill-out for the internal amenity area within the building.

Extensive survey work has demonstrated that it would not be possible to plant trees on Great Ancoats Street because of underground utilities. However, the footway would be upgraded with quality paving. The footway on Port Street would be similarly upgraded and two street trees planted. A service layby and an on-road cycle lane extension would be constructed.

The development would increase the width of Great Ancoats Street from 5m to between 5.5 and 8m. On Port St the pavement would be widened from 2.5 to 3.5m to 4.5 to 7.5m

The homes are intended to be delivered as a BTR product under the Affinity Living brand. The proposed operation would be focused on delivering a high quality residential offer with high levels of service provision for residents. The applicants would retain and operate the development on a long term basis from sales and lettings to customer care and building management.

The homes would comply with or exceed the Residential Quality Guide standards and the public realm and roof terrace would provide communal space. There would be a 24-hour on-site management / concierge service to manage deliveries, reception and the communal areas.

A Framework Travel Plan has been provided

An internal refuse store 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. There would be twice weekly private collections. On collection day the management company will move the bins to a collection area. Waste would be segregated in each apartment to enable recycling. Residents would take their waste to the internal bin storage areas. Alternative arrangements have been illustrated to adapt the storage and management of waste should the City Council have to take over waste collection. The waste for the commercial units would be stored and sorted within each unit for private collection.

The planning and Listed Building applications have been supported by the following information: - Drawings; - Landscape Plans; Planning and Tall Building Statement, Statement of Community Involvement, Blue and Green Infrastructure Statement

Design and Access Statement (including Servicing Strategy) Heritage Statement (and addendum), Ventilation and Extraction Statement, Waste Management Strategy), Crime Impact Statement; Travel Plan; Transport Statement; Ecology Report (including Bat Activity Survey Report); Energy Statement, Broadband Connectivity Statement; Flood Risk Assessment including Drainage and Suds Strategy; Fire Strategy/ Safety Assessment; Noise Statement; Air Quality Assessment; Operational Management Plan,TV Reception Survey; Ground conditions Report; and Viability Report.

The application is also the subject of an Environmental Statement which includes the following chapters: - Construction Management, programme, methodology and phasing; - Climate change; - Daylight, sunlight and overshadowing; - Heritage; - Human health; - Noise and vibration; - Socio-economic issues; - Townscape and visual impact; - Wind microclimate; - Residual impacts; and - Cumulative effects.

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified and the application has been advertised in the local press as an EIA Development, a major development, a public interest development, development affecting the setting of a conservation area and the setting of listed buildings and a development affecting a public right of way. Notification letters have been sent to an extensive area and 163 letters of objection and 34 letters of support have been received.

The objections relate to: design and scale, impacts on heritage and townscape, affordable housing/ housing issues/ need and viability, impacts on amenity, privacy and living conditions of adjacent residents, provision of public realm, traffic, highways and parking provision, climate change / embodied carbon, compliance with Planning Policy, precedent and the consultation process

Many did not object to the principle of the site being developed, supporting the creation of more housing with appropriate facilities and are keen to see it brought back to life but object to the form of development.

Design and Scale

- A tower block would be completely out of place in the Northern Quarter and swamp adjacent buildings;
- It would be 3m less than the North Tower at Deansgate Square which is 37 storey's. Given the disparity in the character of these areas, a 34 storey building wedged between Ancoats and the Northern Quarter is grossly unsuitable and would have a detrimental effect on the aesthetics of the area and surrounding buildings and would be a blight on the immediate landscape and city scape;
- In contrast to conservation projects, interventions, contrasting of old and new developments which have all contributed to the enhancement and preservation of this previously unloved part of the city and the imaginative and varying developments have established and furthered the unique nature of this

part of town, the building height is completely wrong and it will look out of place and be an eyesore;

- A height of 11 storeys would be more appropriate;
- This building appears stumpy and short in proportion to its width;
- Although modern buildings have been built nearby in recent years, the highest buildings are around 12 stories, although these are a contrast to the legacy buildings in the area, they do not detract from the area and contribute to the combination of old and new which makes the Northern Quarter, Ancoats and New Islington attractive places to live. The proposed height risks a precedent which damages the character of this area and potentially devalues what makes it such an attractive place;
- The tower block is soulless, disproportionately large and totally out of keeping with the surrounding areas of the rest of Piccadilly Basin, Ancoats and New Islington and will inevitably lead to more, out of proportion blocks on sites such as the former Central Retail Park and along Great Ancoats St;
- With Ancoats and the NQ gaining in prominence on a national and some might say international level, careful consideration should be given to what welcomes visitors and residents when approaching the area. The proposed scheme is bland and uninspiring. The Tower portion would be cumbersome and bulky and is reminiscent of the Arndale tower. It would stand alone as there are no plans for anything remotely similar in height to be built in the vicinity and is too tall, to fit in with the local area. If a tall tower is absolutely “needed” in this specific spot, then it should be something worthy of looking at. Time, effort, design and money need throwing at this. Maybe the design could be tapered from the upper half of the building so as to be less visually dominant;
- The developer gives no reason/evidence that the scheme is sympathetic to its surroundings. The proposal doesn't fit in with the age, style and design of the surrounding buildings. The architecture is tasteless and more like a prison than premium living;
- This high-rise building does not ‘contribute positively to place making'. Its rectilinear grid has a neutral feel that would be at home in Beijing or Minneapolis. It doesn’t relate to Manchester or its history, or the fact that it is on a former canal basin;
- The 2007 master plan limited the height of development to 32 storeys. The submission does not justify exceeding the 32 storeys in the 2007 Masterplan;
- The brickwork and elevations is bland and the elevations are not varied. It pays no respect to the surrounding mills and is not of a high enough quality;
- The building looks ugly, like a cheese grater, sticking out compared to the industrial buildings. We should be trying to keep a certain 'look' in the Northern Quarter and create another Spinningfields;
- The Northern Quarter should have height restrictions based on the look and feel of the area as it will lose its charm if we fill it full of skyscrapers. Green quarter; Greengate are much better suited to these types of developments. It will add to the dreary high rise builds that have taken Victorian character away from Manchester;
- The stated concept for a ‘gateway’ at this location is, quite honestly, ridiculous. The area begins as Great Ancoats swings up the hill after crossing the Medlock and the Ashton Canal and, on the other side, at what is now the HBL Bank building at the corner of Oldham, where Great Ancoats turns into the

Ring Road. The area in question is already the middle. As the middle, there are existing tall buildings along Great Ancoats Street. To continue buildings even at that height further into the Northern Quarter would be to extend the infection rather than limit it, rightly, to the edges of Great Ancoats Street;

- Height restrictions should be imposed to step-down from existing structures, not up. There should not be a jarring shift from the lower, listed buildings next door. 'Podium' buildings, as in the current plan, do NOT achieve the step-down effect. The entire development, as shown, will block light and air to existing streets and create a feeling of claustrophobia. The proposed development could easily have a fringe of same-height buildings that step up to double-height (to the existing structures), and, finally, a tower that is not excessive, not above the existing structures immediately adjacent;
- Unimaginative monoliths such as this have no place in this area. A 34 story building is absurd. It would completely change the skyline and views of this historic part of Manchester. There is no need for a building this tall. It is complete excess and offers no benefit to the local area, only to greedy developers attempting to build more flats for less;
- Existing residents need fresh air, greenspace, etc. You should not keep packing in huge developments that only serve to make money for developers. Why does the council never listen to what the people of the city centre actually want? It is our community, not an international development opportunity. There are areas of the city centre where high rise developments work and are appropriate for a modern cityscape- Deansgate/Castlefield/ Spinningfields for example, but please don't allow such schemes in historic low level neighbourhoods;
- There's an opportunity here to build something innovative and inspirational – this is uninspiring, oppressive and potentially damaging to the area. It is nowhere near world-class and will detract from the progress being made in Ancoats and all around this great city. It will reflect poorly on the architectural aspirations of the city, leave many literally in the dark/shade, overlooked and overshadowed by a monolithic, oppressive structure;
- It falls woefully short of the standards set by other developers such as Urban Splash and Manchester Life, who developed quality residential buildings that are economically viable compatible with the industrial heritage of the area, fostering communities and creating genuine public realm it lacks architectural innovation and the attempt at useable public realm is nothing short of a tick box exercise. In essence, the scale represents developer greed over building communities and place making. An approval would tarnish what has been created in the area;
- The original SRF suggested the tallest massing should be to the north-east of the site and slender in plan offering a better silhouette on the skyline. This scheme concludes that a single landmark building is a better response and positioning to the south of the site will help minimize its mass;
- Single sided / dual aspect accommodation as shown on two of the lower buildings is not efficient on dense city centre sites and leads to more buildings on site when not necessary. Residents would benefit from having more amenity space and uses at roof level where the views are better, air quality improved, its quieter and potentially more secure. There would also be greater potential to incorporate environmentally friendly uses for residents at roof level like leisure, garden areas and allotment space all of which would be better for

residents to use and would certainly look better when seen from other buildings. These massing ideas should have been explored;

- Tall buildings with central cores are very efficient but this does not mean they must be square towers over the whole height. Precedent for tall residential buildings in cities like New York or Chicago show how the massing and facades can have hierarchy and proportion to allow the floor plates to change and create a more interesting building on the skyline;
- Evidence from the pandemic has shown the need for balconies and fresh air to be available to the residents and if these were incorporated the facades could all be more interesting and the impact of the mass reduced;
- The maintenance of metal facades is expensive, they often suffer from lack of investment as time progresses and managing agents / building owners change. A rusty brown metal landmark building needs a thorough investigating to fully understand what is to be used on the facades - is the metal anodized, powder coated or something else that is envisaged and how does it perform with life cycle costs to keep looking good for the next 100 years; and
- The largest of the buildings should be towards the ring-road to minimize impact on neighbouring buildings;

Impacts on Heritage and Townscape

- Without sufficient regard for local context and community the scheme would diminish the charm and character of one of the most prominent regeneration success stories in the UK. The impacts would fail to meet many of the tests and standards outlined in numerous planning policies;
- The site neighbours the Ancoats conservation area which would be overshadowed and dominated. The scheme is excessive in height and scale. It bears no relationship to its context and to nearby historic buildings. It should be reduced in height to echo the buildings around it or should be rejected. The building will dwarf the historical buildings around it including the Grade II * Listed Avro Building. The relationship with Brownsfield Mill is antagonistic and lacking in harmony/relationship It would have an extremely negative impact on Brownsfield Mill and surrounding buildings and with no empathy with anyone living in the immediate area;
- It would be a terrible shame to allow new developments to spoil the appearance of these beautiful Grade II listed buildings, that have been carefully restored and continue to pay homage to Manchester's proud industrial history. Buildings should step up gradually around the edges of height-restricted conservation areas;
- Taller buildings along Great Ancoats Street are 8-13 storeys and define the primary corridor and boundary of the Northern Quarter/Ancoats. This site is opposite a small scale house and in the context of other smaller scale historic buildings which would be completely dwarfed. The impact on the skyline would be negative;
- A 34-story building would have a significant negative visual impact on the conservation area and listed buildings in Ancoats. It is significantly higher than nearby properties and will "stick out like a sore thumb" on the landscape. Its architectural style is also not particularly in keeping or complimentary to nearby listed mills or conservation zone. The building is a dilution of the

historic identity of Ancoats and the surrounding area of red brick mills and low story buildings;

- The scale would damage heritage values of Ancoats and the Northern Quarter and the desirability of property. We have an opportunity to create wonderful spaces and buildings in Manchester but they should complement the existing and extremely uncommon heritage and surroundings that we are privileged to enjoy;
- Pg.83 (para.5.65) within the Piccadilly Basin SRF states that "the heights presented are indicative and will be subject to testing in terms of relationship to heritage assets, conservation areas, microclimate and effect on residential amenity as part of future planning applications". Upon review of the submission documents (ES Conclusions) this testing has demonstrated the proposals will incur a high level of harm to heritage, townscape, amenity and right of light which would not be outweighed by the benefits of the scheme;
- Brownsfield Mill (grade II*) (AVRO), the Former Rochdale Canal Warehouse (grade II*) and 50-62 Port Street (grade II) are most impacted with adverse impacts on the setting of adjacent Conservation Areas. Proposals in their setting should consider options which minimise 'harm'. Our principal concern is that it would detract from the significant character of the area and set a harmful precedent with particular adverse impacts on the setting of the distinctive mill chimney at Brownsfield Mill and the domestic scale of the late 18th Century dwellings at 50-60 Port Street;
- Viewpoints have been chosen that do not show the full extent of the adverse impacts and some views of the assets such as from Houldsworth Street would be completely obscured by the development when the views should be celebrated and options should be explored which would better enhance the setting of listed buildings;
- It is incomprehensible to why anyone would build an 11-storey building at the boundary of the 7-storey Brownsfield Mill and a 34-storey monolith a few meters away from it. The lack of any consideration is further demonstrated by the design of the buildings on Great Ancoats Street which cascade down towards Port Street where there is a 12-storey building instead of cascading towards Brownsfield Mill;
- Even a single instance of major-to-moderate adverse impact in townscape terms should be justified by substantial benefits;
- CGIs selected are limited to show the scheme in the best light. Ideally a Z mapping 3D model should have been generated to allow the scheme to be seen from whatever position required. This is relevant from streets abutting the site like Holdsworth Street but also from Avro which Historic England emphasized in their response; and
- The archaeology and heritage reports make it clear that it is very likely that the remains of the walls of the early-nineteenth century canal arm are currently buried beneath the site - and that they risk destruction if this development is permitted. It is the duty of the Council to protect them.

Affordable Housing/ Housing issues/ Need and Viability

- There is no affordable housing and it would be preferable to have fewer homes and a lower development;

- The last thing Manchester city centre needs is yet another build rent skyscraper for 'young professionals'. There needs to be real affordable housing, not based on Manchester's ridiculous definition but housing available to rent at housing benefit rates or to buy for someone on minimum wage. Housing where someone in retail or hospitality can call home and not have the added cost of public transport or a taxi home;
- Planners need to consider the future of the planet because the generation who will be renting these substandard designed and built flats may not have much future to look forward to. Furthermore, I would ask where this generation of renters will go when they reach old age or lose their job and can no longer afford to rent? Many may be fortunate enough to buy their own home and move on. However, many more will end up unable to afford to buy or rent and with the dearth of affordable housing we are looking at a worrying future;
- This high rise is a counterintuitive housing solution and the perceived benefits of 485 flats in the sky are overstated. It is well-known that building high rises exacerbates the housing crisis and spurs social segregation. High rises are expensive because of the engineering involved, meaning they are only affordable to wealthy tenants. As some people cannot afford to live in high-density housing nearby for the above reason, more low-density housing needs to be built, which promotes urban sprawl and pushes even average-earning individuals further out of the city centre;
- The smaller flats appear quite limited in scale and this will invite short-term occupancy and quick turn-arounds that leads to wear-and-tear on the building, and lack of a sense of ownership and community;
- Do we really need 36 storeys of more flats to be left barren, sold to developers in London or overseas with no one living there, ruining the spirit of the city from a diverse and exciting place to live to a concrete mess of skyscrapers that nobody even lives in. I think that the council and planning office has a responsibility to stamp out this sort of corporate corruption and to serve the community which it is supposed to represent;
- The developer may argue that a smaller project will be unviable financially. However, as recent developments in the area must show, creative 14-storey residential living can indeed be built successfully, balancing profit with aesthetics; and
- Is there a need for a further and large development of similar flats which will be largely for single people and couples? What is required is a development to complement the existing housing stock (which is largely apartments) and to develop low to medium rise family which will also complement the surrounding buildings (which are of a similar scale).

Impacts on amenity, privacy and living conditions of adjacent residents

- A building of this height would have an unacceptable impact on sunlight and daylight especially to the East and North, especially in the winter when the sun is low;
- The reduction of natural light may, not only, have a damaging effect on residents' wellbeing, but also our health due to impacts on vitamin D levels;
- The development is not compliant with BRE 209: Site layout planning for daylight and sunlight: a guide to good practice. The results have been incorrectly interpreted and assessed. Chapter 7 of the ES has not

demonstrated that effects on daylight, sunlight and overshadowing are negligible. On the above basis alone, the proposal should be refused;

- The BRE Guidelines state that where room layouts are known they should be used. This is also the case for the Annual Probable Sunlight Hours (ASPH) method. The room layouts have been assumed in this assessment however they are widely available on the planning portal. GIA must obtain them and use them to provide accurate NSL and ASPH results. The assessment needs to be completed again with this information utilised;
- The classification of major adverse is described in paragraph 7 of the BRE Guidelines and states that 'factors tending towards a major adverse impact include where a large number of windows are affected and loss of light is substantially outside the guidelines.' The assessment of the overall effects of the proposed development to some adjacent buildings is inaccurate with a false, skewed conclusion in item 7.92. There is a major adverse impact on >50% of the windows on the affected elevation. Under BRE 209 it is a major adverse impact if any one of the Vertical Sky Component (VSC) or ASPH criteria affects a majority of windows. Stating that the effect on daylight is 'non-significant' is a false statement. It is also inaccurate to state that as not all apartments will be significantly affected so buildings as a whole will be 'okay' - the apartments that are facing the development will be significantly affected;
- Direct natural light has significant benefits on mental health, provides warmth in winter and is a desirable feature for property on the market. The proposed height could turn previously bright residences into dark flats, increasing energy consumption and affect the property values. These impacts would be accentuated by the increased numbers of people working from home;
- The development would cast shadows over adjacent amenity spaces and block out the sun for a considerable part of the day on a number of outside spaces including Islington Marina;
- There would be direct overlooking into adjacent properties and private spaces amenity impacting on levels of privacy;
- The wind microclimate assessment does not include impact on the external amenity areas of adjacent buildings. The downwards drafts from a 34-storey building will have an impact on the existing buildings surrounding the proposed site and this needs explaining clearly as it will harm the environment and could make it un useable;.
- The increase in people (830+) including many young people would increase noise and antisocial behaviour late at night especially as nearby bars often close at 3-4am;
- Great Ancoats Street is an arterial ring road for commuters and residents, and I see no opinion on how construction works will impact traffic and living for residents during the several years construction will take. There will be disruption for residents for over 6 years as a result of this development which is completely unacceptable;
- The development poses a significant right of light problem to adjacent dwellings. The planning application does not consider or take into account this issue;
- The development would disrupt sightlines and viewpoints;
- The development will adversely impact on TV signals; and
- The development would impact on the legal rights of light of neighbouring properties;

Provision of Public Realm

- The amount of outdoor space would not be at an appropriate level to offset the harm from the height in an area which would have a much increased level of density. Such a huge property should provide green space. Lockdown revealed how many were living in flats with no green space and not enough to share with the small Marina area. Adding another huge building here will only add to the problem. The proposed landscape node will be potentially overshadowed by future phase of adjoining sites;
- The public realm is enclosed, unappealing and insufficient to cater for the area's needs. The public benefits are outweighed by the damage that the building causes; and
- There is a dire need for green space in the Northern Quarter and Ancoats. How will additional green space be created for these new residents? The ward has thousands of residents and so far only one green space (by New Islington tram). It feels that there is no space in summer I cannot find a small green spot to sit in and it will now be likely over shadowed by this development. The public realm covers a small area of land and consists of a short, landscaped alleyway between buildings that connects two roads with a few benches. The area is overlooked and overshadowed by neighbouring buildings with little direct sunlight. There is no space for children to play, or for dogs to exercise and would be little more than somewhere to pause rather than enjoy. The true benefits to the local community are few and far between. The developer paid lip-service to providing an area for congregation.

Climate Change / Embodied Carbon

- Not enough green space to offset the carbon output. Loss of light to adjacent buildings with large windows would increase heating requirements. The building would not be carbon neutral with no sustainable features such as heat sink technology, solar power or adequate green elements and will add to global warming.

Traffic, Highways and Parking Provision

- The 47 parking spaces is inappropriate on the grounds of congestion / climate change and city centre home owners should agree not to own a car. These streets are already congested and this scheme would increase it and make it difficult for existing residents to park and commute;
- The car park has mechanical ventilation with energy use for fans. In a power blackout, carbon monoxide levels might be a problem. The plans are for discharge of air ground level but it is not clear how this relates to pedestrians or users of the area;
- Parking is at a premium and the waste land used for parking could be aesthetically improved. 485 homes cannot be accommodated by only 47 parking spaces, plus the existing residents and workers that use the parking areas today;

- There would be a large volume of additional car journeys generated by taxi's, deliveries etc for such a large volume of additional residents which will adversely impact on traffic congestion levels;
- How is the additional traffic and construction traffic that this would generate compatible with the clean air zone (green zone); and
- Congestion due to parked cars has led to problems in the area with refuse disposal access. This has caused littering and the excess accumulation of waste within buildings which not sanitary. The limited parking would discourage the adoption of electric vehicles. The building would remove parking and cause more parking issues.

Precedent

- The development would set a very unwelcome precedent for development on a similar scale for other buildings on sites such as Central Retail Park, where the highest building in the area becomes the norm on which to base further planning and development. This would have a further detrimental impact on the local area which is a heritage area with many listed buildings.

Compliance with Planning Policy

- **Strategic planning policies: Piccadilly Basin SRF vs. Ancoats & New Islington NDF.** The strategic frameworks for Piccadilly Basin and Ancoats & New Islington share a common boundary along Great Ancoats Street but not a coherent vision for its development. In the absence of a joined-up approach, new proposals on Great Ancoats Street should be examined in detail. The need for a gateway development has expired following the creation of gateway developments at either end of Great Ancoats Street, and the expansion of the City Centre into Ancoats;
- The proposal contradicts policy on tall buildings (EN2): "a fundamental design objective will be to ensure that tall buildings complement the city's key existing building assets including its skyline and approach views";
- There are a significant number of private rented schemes in the area and an increase of this scale would be contrary to policy for Central Manchester in the GM Spatial Framework and Core Strategy Policies S03 "providing of a good range of high quality housing, (in terms of size, type, tenure, accessibility and price) and "creating a more balanced housing market by increasing levels of owner occupation from 46% to 60% by 2015" or Core Strategy Policy S04 (would not help create or support the distinctive local character or complement the two conservation areas and listed buildings "creating well designed places that enhance or create character" and developments that "protect and enhance the built and natural environment";
- The strategic framework for Ancoats sets a maximum building height of 8 stories, respecting the magnificent restored and brought back to life mill buildings fronting Redhill Street";
- The development would be contrary to Core Strategy Policy DM1 re effect on privacy and light; Policy CC9 (Design and Heritage, Core Strategy 2012); and Section 66 and section 72 of the 1990 Planning Listed Building and Conservation Area Act and the NPPF, 2021: The significance of the Listed Buildings and Conservation Areas have not been given sufficient weight, and

the negative impact of the proposal on a historic building of significant value has been under estimated and it has not been demonstrated that the level of harm to their setting is justifiable or unavoidable;

- National Planning Policy Guidance (2021) paragraph 200 requires any harm to, or loss of, the significance of a designated heritage asset to be clearly and convincingly justified. The application does not do this;
- The assertion that the 'economic, social, environmental and heritage benefits' of the proposal are sufficient to outweigh the level of harm the development would have on townscape and heritage. The tenuous public benefits are limited and do not respond to the site context nor the context of the area. This is not a distinctive landmark building' as required within the Piccadilly Basin SRF, and it has not been demonstrated that the public benefits could only flow from the scheme. They could be achieved from an alternative scheme which does not result in such significant harm to the designated heritage asset closest to the site;
- The significance of the Listed Buildings closest to the site have not been given sufficient weight (as required by Section 66 of the 1990 Planning Listed Building and Conservation Area Act) and it has not been demonstrated that the level of harm to their setting is justifiable or unavoidable. The proposal fails to preserve or enhance the significance of the nearby conservation areas and therefore fail to comply with the requirements of Section 72 of the Planning Listed Buildings and Conservation Areas Act, 1990.

Consultation Process

- What is the point in having public consultation if the comments are ignored;
- A more thorough consultation process needs to be undertaken as stakeholder involvement has been kept to the minimum. The development of the site is welcomed but a better scheme can be designed which has greater empathy with the Northern Quarter and the sites context; and
- The consultation process showed that 81% of respondents did not support the development in the form proposed. The developer acknowledges the respondents' primary concern was the building's height. Despite this feedback, the developer has chosen to increase the proposed height of the building from 33 to 34 storeys since conducting the consultation exercise;

Other

- The development would obstruct the views from the surrounding properties which is one of the major reasons that people moved to this area;
- The development would significantly increase the number of residents in the area without increasing the amenities available.
- What assessment has there been in relation to potential structural impact on the foundations of adjacent buildings including vibration damage;
- There could be impacts in terms of the safety and security of residents within adjacent buildings as a result of construction activity;
- The development will lead to overcrowding in the area and local businesses would not be able to support this number of residents. The local Aldi is already really crowded on the weekends and it would get so much worse;

- The only economic beneficiaries of this development appear to be the landowner who will no doubt gain substantially from an old industrial site/car park of limited value being given an over generous planning approval with significant value and the developers who will equally receive significant benefits from selling the scheme.

A 2nd round of notification resulted in a further 48 letters of objection.

- A nurse at the MRI, said how much busier they are since all the building in the city centre. 485 dwellings means at least 700 additional people who need doctors, dentists, pharmacies etc. etc. Mental health services in the city are stretched beyond the limit and social care is challenged;
- There are no CGI mock-ups provided for the top of Newton Street or Lever Street which displays the level of absolute dishonesty of the application;
- The building will block a huge amount of light towards Newton Street and Lever Street, affecting buildings including The Wentwood, The Sorting House, and 113 Newton Street, which will affect ~300+ flats. The bars of Port Street will also be plunged into darkness for a portion of the day;
- It is hideously out of context with the local area. It sticks out like a sore thumb. Considering it has the architectural appeal of a breeze block, that is a problem;
- Another greedy plan that Manchester council will approve without considering any additional facilities for residents in the area;
- Parking is already an issue on Jersey Street, Port street, Redhill St and the Ancoats Area. This will make parking worse;
- I could see no mention of affordable housing, so I hope that this isn't just for the rich to get richer. We are a couple who worked hard all our life and we can't afford any of these new apartments that are going up at the moment, and there is no space for our baby either as they are cramped;
- The overall assessment of the visual impact of the proposed development is stated as Moderate-Neutral in the Townscape and Visual Impact Assessment Addendum. I strongly disagree with this assessment. The proposal is taller than any surrounding buildings and change the view dramatically. It won't harmonise with the surroundings;
- We do not need more buildings, we need more green spaces and your lack of prioritisation of this is shameful;
- This amount of development will put severe pressure on existing inadequate local parking facilities;
- To bring in something that corporate will destroy the area and tarnish it as just another money grabbing venture. This will kill off small businesses in the surrounding areas and within 20 years will have no soul connected to the area. Simply a disgrace we are letting corporate suits ruin such a raw and Mancunian way of living;
- Scale inappropriate to Port Street surroundings evidenced by size in relation to Brownsfield Mill, dwarfing a historical building (associated with JS Lowry

and part of an area used recently for US filming, attracted by the existing architecture);

- This will negatively affect the skyline, towering above others and cutting into the beautiful blue skies affecting the view for us and many other apartments. Where we were once able to see towards the Peak district we no longer be able to do so;
- I have lived in the area for 20 years from when it was a waste land of dereliction. The development has been fantastic but really tall buildings will destroy the Northern Quarter charm and create darkness. Manchester has a designated tall building area and it works well please don't allow a darkness precedent in the NQ it will signal a green light to more schemes and the unique culture will he lost;
- The flats will allow Pets and dogs which will increase the ever growing issues of dog urine and Faeces that are now a constant hygiene problem and smell for residents;
- I question the need for yet another one of these humongous skyscrapers with more and more people moving away from the city due to a lack of requirement for city living, less people having to be in a physical office environment when the space could be used for something that works for current community such as much needed green spaces;
- Buildings such as these are better suited to other parts of the city;
- The loss of daylight to my flat and building would be catastrophic, it would severely effect my living conditions and my resale value. Overdevelopment of the city centre for financial greed of investors is appalling, you would expect a labour council to care more for everyday people and build affordable housing rather than continue to support investment properties;
- I would like to see the plans amended to install balconies on each floor, allowing residents a private outdoor space - this can be beneficial for mental health, as it allows residents to sit outside in private, keep some plants, or air dry clothes without causing humidity in their own home;
- Our view of the sky, and peoples views of distant trees would be almost entirely eradicated. This is of great concern to us as it would significantly impact our quality of life as people who both live and work from home;
- It is not acceptable to block so much light on so many neighbouring buildings. The light assessment has been done only for the 21st of March and not for the rest of the year. The inner courtyard to which my flat faces has currently the 21st of March only light for 6 hours. The proposed development of the 34-floor tower will reduce it to 3 hours which represents a 50% loss of light;
- The development will reduce severely the recreational value and well-being factor of Cottonfield Wharf area. That area will experience as well a 50% loss of sunlight;
- There will cause be a severe loss of privacy to have constantly 20+ floors peeping into my flat;
- Current developments in the city centre are causing severe bottleneck constraints to access GP and Primary Care services. I am also aware that access to nursery services is already stretched;

- The Council should be prioritising green spaces and cleaner streets but is instead approving another building;
- The conclusion that the commentary in the ES Heritage Addendum Statement says that the tower will be the most prominent building in views with the Wentworth the impact is concluded to only be minor adverse which seems illogical and therefore I question the accuracy of this conclusion;
- The cumulative impacts of this development should be considered along with the recently announced proposals for 100 apartment on Postal Street-how will these residents be impacted by the development?:
- New documents have been added to the consultation website on 4th and 10th May and the consultation was due to end on the 14th May how does this fit with the Council and Developer's responsibility to adequately consult neighbours with enough information in a timely manner?;
- The amended proposals do not adequate enhance the level of greenery for residents facing Port Street this is also contrary to the GA Elevation SW plans which show a line of trees in front of the tower;
- There is no clarity about why the developer increased the height from 32 to 34 storeys after the pre application consultation with residents where a number of people said that it was too tall and this needs to be provided.
- Why move this amount of residents into a noisy area which will just lead to complaints about noise levels.

A letter was received from an adjacent landowner which raised concerns about the quality of and amount of space being provided within pedestrian the link from Port Street. They have acknowledged that amendments to the plans have better recognised the importance of this route and request that an appropriate mechanism is put in place to ensure that secure boundaries and access restrictions during the night are removed as adjacent development is delivered.

The letters of support are summarised below:

- This area has been an eyesore for a very long time, the proposed development will have a very positive impact on the surrounding area, get it built!
- I support housing development on this site – homes are sorely needed in this area and car parking needs to be removed. This kills two birds with one stone;
- Great to see more such developments in the area with higher builds;
- The place an eye sore and is dangerous at night. The new development looks amazing and will improve the surrounding area greatly;
- The provision of public realm is positive as demand is high on a summers day and considered invaluable for high rise living residents. I always admire what these developers deliver, they consider the user in mind and get right what the consumer wants and the impact within the local area - I personally love the design of the proposed build;
- The area is in desperate need of development, and the proposed building appears to be of a very high-quality design. I have lived in the Northern Quarter for a number of years, including at the Sorting House on Newton Street - which almost directly looks out at the proposed building. The sprawl of

surface car parks really lets down this lovely area. This big new scheme will be the driving force to redevelop this area -kickstarting the process off with a bang. Bringing in new residents will be a great benefit to this area -which is developing into an incredible place to live;

- The scale works well having the lower block addressing the street and the tower set back;
- We are sick to death of seeing car parks;
- This seems to be a wonderful development adding to the local community. Port Street has been long due for something like this to come along;
- So long as buildings of historical value are not damaged in the building of this new development I support it. The binding longevity from both a cultural and economical standpoint for the NQ will be the small character building sat amongst the taller contemporary structures;
- I'm loving the tower blocks being built in Manchester. More please!;
- The current car park is a tired eyesore and it's clearly long overdue for development. We are excited to see new commercial space to add to the vibrancy of the area;
- This will add high quality accommodation to an area of growth within the city centre and will utilise a site that is generally a blight to the area;
- The green area of public realm will be a beautiful addition to the water and basin and will be a positive benefit to local businesses who surround a busy highway;
- I would like to support the new Port St development as I think there's a need for more accommodation for young people in the Northern Quarter;
- The developer and architect appears to have presented a beautiful design that should be embraced by the city centre region;
- This will be a beneficial development that will attract an array of people, driving footfall and support for local businesses and even present opportunities for more to flourish. I look forward to seeing this area and community continue to change for the good, and to create more opportunities for the people who live within it;
- It will be life-changing for a lot of young people who are struggling to get on the housing ladder. Furthermore ,it will enhance the neighbourhood and create further support to local businesses;
- The design of this scheme is fantastic and I personally believe that the addition of 1,000 new residents from this scheme will have a positive impact on both the community and local economy;
- I have worked in this area for number of years and I am really excited to see this car park / waste land get redeveloped. It has been eye sore for so many years and feels like very unsafe place to walk passed never mind park in it and it would compete the redevelopment of that section of Great Ancoats Street. The Simpson scheme is very well considered and takes into account the local vernacular and height of surrounding building with a nice level of detail along the street level facade. The tower at rear is tall but I feel that it is appropriate height to act as landmark building that NQ needs;
- It’s a shame the site was being used as a car park and a big void along Great Ancoats Street. The more people in the area will mean better shops and more cafes and restaurants;

- I am strongly in support of the scheme as it will bring positive change to the Piccadilly Basin area while delivering much needed housing in the centre of the city;
- I believe the facade of the building as shown in the CGI images beautifully reflects the historical characteristics of the neighbourhood. While the tall side of the project can seem a bit strange at first, developments in central Manchester cannot be stopped just because of the height of a project. Considering the overall look of the project, I think it will fit in well in Ancoats. Also, anything is better than the car park that is currently there!;
- The City needs more opportunities for people to live in the city centre and enjoy the likes of Ancoats/NQ;
- I think the tower part of this building will be quite a landmark for Ancoats, and I think this would a good thing long term. Also I think the small flats would help young people get on the housing ladder;

Letters of support have also been received from Manchester Life and Town Centre Securities (a major land owner within the Piccadilly Basin SRF Area):

Manchester Life- supports the application noting that Port Street is on the desire line for walking and other Active Travel modes from Redhill Street to the City Centre. However, the proposed site and surroundings are currently in very poor condition, with an unappealing and unsafe public realm, hindering Ancoats residents and visitors travelling to and from the city centre and discouraging active travel. Manchester Life is committed to encouraging and embedding active travel into the neighbourhood for the benefit of all residents and visitors and supporting Manchester's Net Zero goals. To that end, they see the proposed Port Street residential development as a positive addition to the area, particularly as it relates to improving the public realm and encouraging active travel with its extensive cycle parking.

Town Centre Securities - offer their full support for the proposals note that the proposals are perfectly aligned with the SRF vision and that securing a residential operator with the reputation of the applicants is testament to renewed confidence in the area and its emerging reputation as a residential neighbourhood of choice.
They believe that the proposals would improve natural surveillance on all sides and consider that the proposed height is appropriate to create a marker in the inner ring road for this important intersection between Piccadilly Basin, Ancoats and the Northern Quarter. They appreciate the design evolution against the baseline of the 2 towers (33 and 20 storey) as indicated within the Piccadilly Basin SRF so as to maintain a comfortable environment for pedestrians around the site.
They welcome the larger public realm area with a wealth of trees, plants and shrubs which will greatly improve biodiversity in the area and provide areas for members of the public to enjoy. The inclusion of a public route through the site will facilitate future permeability through the site catalysing the next phases of the development of the area.

They state that carefully curated retail units along Great Ancoats Street will activate the area and draw in more independent businesses to what is becoming a vibrant

Brownsfield Mill (Avro) Residents Committee – A letter of objection has been received on behalf of residents which is summarised below:

- The substantial height would impact a great nearby listed buildings including grade II* assets; development within their setting should be of a form which minimises harm, does not obliterate the historic setting , completely detract from the significant character of the area or set a harmful precedent;
- This is not 'a distinctive landmark building' as required within the Piccadilly Basin SRF
- Viewpoints have been strategically placed and additional views from Great Ancoats Street (just north of Redhill Street) looking back at AVRO and from Houldsworth Street should be provided to demonstrate the major adverse harm to grade II* listed buildings from Great Ancoats Street;
- The impact of the building on the character of the Stevenson Square and Ancoats Conservation Areas have not be adequately assessed;
- There are unfair contradictory visions in terms of impacts on heritage buildings in the Ancoats and New Islington NDF (which details an eight-storey height benchmark "only exceeded where a clear urban design, townscape and heritage rationale is presented" (para 4.19, page 22, NDF).) and the Piccadilly Basin SRF (which promotes the "opportunity for building heights to step up towards Great Ancoats Street, culminating at its junction with Port Street" (para. 5.64, page 83, SRF);
- The lack of any consideration of the impact of this development on our building is further demonstrated by the current design of the buildings on Great Ancoats Street which cascade down to Port Street (on the other side of which there is already a 12-storey building instead of towards Brownsfield Mill;
- The 'economic, social, environmental and heritage benefits' are not sufficient to outweigh the level of harm on townscape and heritage. The benefits are limited and do not respond to the individual site context nor the context of the area. It has not been demonstrated that these public benefits could only flow from the scheme submitted. Such benefits could be achieved from an alternative scheme, of a suitable design, which does not result in such significant harm to the designated heritage asset closest to the site;
- The proposals should enhance, rather than adversely impact the heritage assets within the immediate and wider setting of the site.
- The public realm would offer little more than somewhere to pause rather than somewhere to enjoy. The true benefits to the local community are few and far between;
- The development would eradicate natural light into adjacent homes. The daylight, sunlight and overshadowing assessment has been completed inaccurately by not using the detailed information for Avro Apartments (Brownsfield Mill) using the no Sky Line (NSL) method, where room layouts which were available at the time of assessment are used within the analysis;
- The assessment of the overall effects of the proposal to Avro is inaccurate with a false, skewed conclusion in item 7.92. There is a major adverse impact on >50% of the windows on the affected elevation. Under BRE 209 it is a

major adverse impact if any one of the Vertical Sky Component (VSC) or ASPH criteria affects a majority of windows. Stating that the effect on daylight is ‘non-significant’ is a false statement;

- A separation distance of 20m is not sufficient to justify the gross loss of privacy and the fact that there are residential apartments within the annex building. It also overlooks the sheer number of dwellings;
- Even a single instance of major to modest impact should not be justified by substantial benefits;
- The “Wind Microclimate” analysis makes no reference to the impact to Brownsfield Mill;
- There is a significant understatement of the challenges we will face in terms of noise disturbance from having 830+ new residents living opposite It minimises their impact in the immediate area in terms of traffic with Great Ancoats Street already congested. The lack of parking spaces in the scheme won’t lead to less traffic, due to people hailing taxis, calling in deliveries, etc;
- Vibration and ground disturbance during temporary works may affect the structural integrity of Brownsfield Mill. This is not adequately assessed;
- Ideally a Z mapping 3D model should have been generated to allow the scheme to be seen from whatever position required;
- The original SRF scale and massing suggested the tallest massing should be to the north-east of the site. The massing was also slender in plan so offered a better silhouette on the skyline. The proposal has jumped to the conclusion that a single landmark building is a better response and positioning to the south of the site will help minimize its mass;
- There is no justification for a landmark building or a public green space node for the site or wider context. There are options for less height, greater density at ground floor level and tighter viewing distances between the buildings – to develop the Northern Quarter massing principals further and use its urban grain as precedent.
- Single sided / dual aspect accommodation as shown on two of the lower buildings is not efficient on dense city centre sites and leads to more buildings on site when not necessary;
- Tall buildings with central cores are very efficient but this does not mean they must be square towers over the whole height;
- Manchester already has plenty of square tall buildings, but this building appears stumpy and short;
- Evidence from the pandemic has shown the need for balconies and fresh air and if these were incorporated the facades could all more interesting and the impact of the mass reduced;
- Residential buildings should be easy to maintain, weather well and allowed to grow old gracefully and improved with age. Metal facades need a lot of maintenance and looking after to keep looking pristine. A rusty brown metal landmark building needs a thorough investigating to fully understand what is to be used on the facades – is the metal anodized, powder coated or something else that is envisaged and how does it perform with life cycle costs to keep looking good for the next 100 years.
- There is no demonstration of a ‘Right to Light’ assessment which is a legal requirement for Avro Apartments as Brownsfield has been on the site for over

20 years. It is also not a requirement for Avro to have been fully occupied during these 20 years. It needs to be demonstrated that Avro's right to light has not been impacted on as a result of the proposal before any construction can take place.

Royal Mills Residents Association - A letter of objection has been received on behalf of residents. They would support a sensitive development and have set out their objections of the following material planning considerations:

- Strategic planning policies: Piccadilly Basin SRF vs. Ancoats & New Islington NDF;
- Strategic planning policies: creation of a gateway to the city centre;
- The effect on listed buildings and the Ancoats Conservation Area;
- Clustering and relationship to context;
- Overshadowing, loss of outlook, loss of privacy and loss of sunlight including that there would be a shadow falling over the school entrance when pupils are leaving;
- Inadequate provision of public realm;
- Parking and highway issues; and
- Consultation

Mirroring the concerns in relation to the Piccadilly Basin SRF & Ancoats and New Islington NDF outlined in the Brownsfield Mill objection above they state that in the absence of a coherent, joined-up approach to regeneration and development along Great Ancoats Street, the proposal should not be approved on the basis that it aligns to the 2016 Piccadilly Basin SRF. Instead, wider consideration must be given to the building's integration with its surroundings today. A tower would provide another tall city centre building, *not* a gateway and be a dominant and unfortunate anomaly against the surrounding buildings of historic interest which is inappropriate.
The Piccadilly Basin SRF recommends a "ground +32" storey building which was challenged by Historic England and also rejected by the Developers as unsuitable for the street scene on Great Ancoats Street. This demonstrates that the SRF was poorly considered. Instead, the Developers propose a 34-storey tower, set back from Great Ancoats Street, behind a lower 7, 9 and 11-storey podium building. The lower building is of a more appropriate height but repositioning the 34-storey tower minimise the gateway impact. It does little to reduce its impact within the 'Zone of Visual Influence' for neighbouring historic buildings.

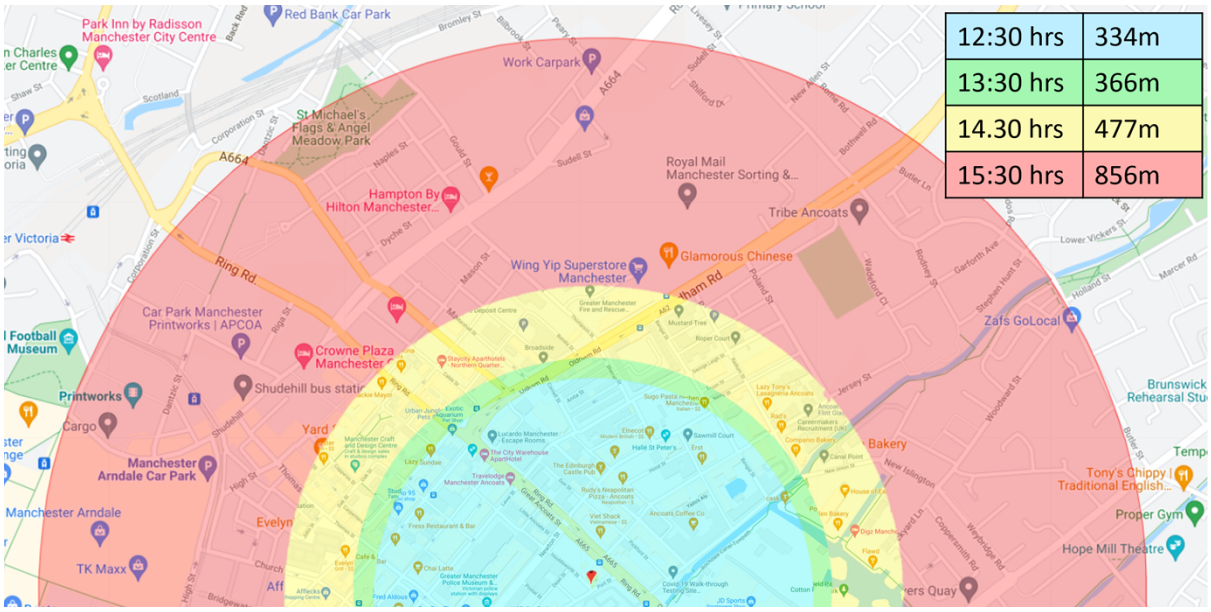
Appropriate development should be encouraged, but the qualities which have resulted in such a successful regeneration of Ancoats must be recognised and protected The Development Framework for Central Retail Park, demonstrates that it is reasonable to expect that a building located immediately adjacent to a conservation area should respect its purpose. A 34-storey tower overlooking the Ancoats conservation area, and contrasting so extremely with Ancoats' 8-storey height will significantly undermine and detract from the conservation area's sense of history and place.

There are no proposals within either the SRF or NDF to cluster other tall buildings around the Port Street / Great Ancoats Street development and the 34-storey tower bears no relationship to its context, including to the historic buildings that surround it.

The tower will dominate the many listed buildings that fall in its shadow; in particular, the neighbouring Brownsfield Mill and cluster of mills along Redhill Street. We ask that the number of storeys be significantly reduced.

Many of the photo montages provided by the Developer to illustrate their proposals fail to allow the viewer to fully consider the tower in this context; the images either crop out the tower's upper floors, or they position it partially behind other structures in the photos' foreground. Consequently, the way in which the tower is perceived, particularly in regard to its context, changes drastically.

The Environmental Statement Vol. 1 considers the impact of overshadowing on just six neighbouring building and does not include a description or diagram to illustrate the sweep and reach of shadows cast across the local neighbourhood. The statement does not document the total number of homes that will be impacted by the building's shadow, nor the amount of time that these homes will spend in its shadow during the different seasons of the year. A loss of sunlight and outlook will be felt as far as the New Islington Marina, the cafes of Cotton Field Park and beyond. A tower of this height will adversely impact neighbouring historic buildings and these nearby outdoor spaces that provide residents vital access to sunlight.



The development offers few community benefits. The level of public realm has similarities to that at Oxid House which did not deliver where it was stated in the planning submission that " *The creation of a new public square – 'Newton Square' – as part of the development will assist in creating a sense of place and will become a destination and landmark in this part of the Northern Quarter."* The public realm provision is enclosed, unappealing and insufficient in terms of catering for the Areas needs. It covers a small area of land and consists of a short, landscaped alleyway. The area is overlooked and overshadowed and receive little direct sunlight. There is no space for children to play, or for dogs to exercise. The Developer hopes that, at some point in the future, the alleyway may be extended across a neighbouring plot of private land to connect two roads, but this remains outside of their control. A few benches will be included. The public realm is little more than somewhere to pause rather than somewhere to enjoy. The benefits to the community are limited.

The developments will exacerbate issues with overcrowding and littering across the limited public parks. A reduction in the number of apartments and an increase in the public realm would address this.

The Statement of Consultation explains that parking has used the 2011 Census with the average number of cars per household in the Manchester 055 Middle Super Output Area being 0.41. Applying this ratio of cars per household suggests that 199 parking spaces are required not the 47 proposed. The parking is insufficient. They don't provide for the scheme nor facilitate electric cars over the next decade. Reducing the development and increasing its parking provisions would address this.

81% of respondents did not support the development. How has the developer considered local objections to the height?

Ward Members – 2 representations have been received from Councillor Wheeler. The 1st noted that the viability study says specifically that the scheme could meet the affordable housing policy of MCC and still deliver a 12.2% profit. Despite this the scheme offers less than 3%. It is sheer avarice and greed and the committee should reject the scheme pending a response from the developers. In the second he notes the increased contribution to off site affordable housing. He considers that the applicants profit level should be set at 11% at a time of tremendous financial pressure and recently approved residential schemes have had a lower profit.

Councillor Douglas objects as the height is not appropriate and would dominate the area. She notes of loss of privacy and light, increased traffic and pollution, and pressure on infrastructure including access to GPs and dentists. The height would dominate the local area and impact on the Ancoats, Stevenson Square and Smithfield conservation areas. The visual impact on an area with a clear character and unique heritage would be negative. The new homes could put pressure on local medical infrastructure.

Councillor Robinson notes that this is not in her ward (Ancoats and Beswick) but objects because of the impact on Ancoats Conservation Areas and height restrictions in that area. The development would have a domineering and adverse effect on the surrounding areas through loss of privacy, sunlight and impact on infrastructure. The tower would be 20 storeys higher than other properties and the extra traffic and air pollution will add to Great Ancoats Street.

Cllr Good has noted the Committee's previous overwhelming rejection of the scheme when Members expressed concerns about the impact on the Ancoats heritage area, the lack of affordable housing and the height of the towers which exceeds the number outlines in the spatial framework. The contribution to off site affordable housing that was pledged is very little for a scheme that is estimated to generate significant profit and despite the City Council's policy of 20% affordable provision. Members are urged to reject the application given the material aspects of the scheme remain unchanged and request that more is done to address the concerns expressed by residents, objectors, local members and members of the Committee.

Historic England - Note the site is occupied by a surface car park and does not contribute positively to the setting of nearby heritage assets. As such they have no objection to its development, and they note that the proposals would create a strong building line on Great Ancoats Street and Port Street, re-establishing a sense of enclosure. This is important from a streetscape perspective and provides a link through the currently ill-defined space between the Ancoats and Stevenson Square Conservation Areas, both of which are partly characterised by their relatively enclosed street pattern. Historic England would therefore see a benefit to this element of the proposals.

However, they consider that the scale of the development would negatively affect the contribution made by the sites setting in relation to the significance of Brownsfield Mill, as it would have a considerable impact on the setting in which the mill is experienced and be a visually prominent addition to the streetscape and competing and overshadowing presence which would distract from its special historic and architectural interest. This is significant, as the imposing scale of the mill makes an important contribution to the way in which its historic function and place within the townscape is appreciated and is a defining element of its architectural character. It is therefore sensitive to changes within its setting which would overshadow, overpower or compete with it. The proposals would therefore harm its architectural significance. It is, however, noted that there is some mitigation provided by the proposed off-setting of the tower further into the site, which has the effect of partly separating the two buildings within viewpoint G.

As the ability to appreciate its architectural presence also positively reinforces its important position in understanding the history of Manchester, it would also negatively affect its historic interest. This would be particularly evident in the distraction it would provide from the ability to appreciate the building's interrelationship with the canal and the wider chain of mills. In doing so, its visual presence in views looking south past the other mills to the north along the Rochdale Canal would also have a minor negative effect on their significance.

They note that National policy relating to the conservation and enhancement of the historic environment is articulated in section 16 of the NPPF. These policies state that assets should be conserved in a manner appropriate to their significance (para.189) and that when considering the impact of a proposed development, great weight should be given to the asset's conservation (para.199). Where development would result in less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal (para.202). These national policies are supported in local planning policy. In this instance these are set out within the Manchester City Council Local Plan (adopted 2012), with Policies CC9, EN1 and EN3 being of particular relevance to the assessment of this application a lower level, as a result of the greater physical separation between the site and these assets.

The harm from the proposed development is identified to be less than substantial, with the harm to Brownsfield Mill falling at a mid-point of the spectrum of harm envisaged by paragraph 202 of the NPPF. The harm to the adjacent mills is concluded to fall at the low end of the spectrum of harm covered by this paragraph.

They recommend that the issues outlined in their advice need to be weighed in the planning balance as per paragraphs 189, 199 and 202 of the NPPF and that in determining this application, the statutory duty of sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 needs to be considered. Section 66(1) requires the decision maker to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. Section 72(1) requires them to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Canal & Rivers Trust – Have no objections. They note that the site is not immediately adjacent to the Rochdale canal but would be visible from the wider canal corridor. However, the state that Brownsfield Mill would screen the majority of the development from the immediate environs of the canal corridor and they welcome that the impact on the canal related heritage assets to be affected by the proposal have been assessed. They note that the main impact is likely to be on the setting of the grade II* Brownfield Mill and although not owned by the Trust, clearly has a historic connection to the canal. This would however be a consideration for other statutory bodies, and we note that Historic England have not challenged the potential impact at the pre application stage. The Trust is satisfied that the potential visual impact on the waterway corridor has been assessed and that the proposed development would not cause harm to our assets. They would welcome any contribution that may be sought for improvements to the towpath access from Great Ancoats Street to maximise its use by future residents.

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 – Have no objections and have made suggestions about improvement in relation to surveys and resulting targets which should form part of the final travel plan and about the wider dissemination of the Travel Plan to residents and staff / visitors.

HS2 – Have no objection. They note that it is clear that the developable area of the proposal will not encroach upon formal safeguarded land. They do note however that there is a possibility that public highway adjacent to the site could be disturbed by HS2 utility works and that the applicant is made aware of this.

Head of Regulatory and Enforcement Services (Street Management and Enforcement) - No objection and recommends conditions relating to acoustic insulation of the premises and plant and equipment, the storage and disposal of refuse, the hours during which deliveries can take place, the management of construction and the mitigation / management of any contaminated land.

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

Greater Manchester Ecology Group – No objections and note that overall enhancement of the site for wildlife should be maximised by inclusion of native and wildlife attracting species in the planting schedule and other measures, the details of which should be conditioned.

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

Environment Agency – No objection subject to their recommended conditions being attached to any consent granted.

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

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

GMAAS – Have no objections**.** They note that a Desk Based Archaeological Assessment concludes that below-ground remains of archaeological interest may survive at the site, especially those deriving from the early 19th-century canal arm and wharf. Any such remains would not be of national, but regional or local significance a condition should require further investigation and recording.

Health and Safety Executive (Gateway 1) – Have commented on the Fire Safety Statement and additional and revised information submitted to address previous comments. They suggest that the application is refused due to the risk of fire or smoke spreading from the basement and compromising means of escape for some residents. This risk is a consequence of the single means of escape in the Great Ancoats Street Tower and lift shaft extending down to basement level. These issues may have an impact on planning considerations of design and layout of the building that may have implications for planning which could usefully be considered now.

Greater Manchester Fire and Rescue Service – The firefighting arrangements meet the requirements for Fire Service access in relation to the width of access road and location of a fire hydrant and the scheme promotes use of a sprinkler system.

Manchester Airport Safeguarding Office – Have no objections

National Air Traffic Safety (NATS) – Have no objections

Natural England – No comments received

Issues

Local Development Framework

The principal document is the Core Strategy. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development. The proposals are consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1(Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

Saved UDP Policies

Some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18, DC19.1, DC20 and DC26.

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 - This development would be highly accessible and reduce the need to travel by private car which could contribute to halting climate change.

SO2. Economy – Jobs would be created during construction, homes provided near to employment. It supports economic growth. Local labour agreements would deliver social value and spread the benefits of growth to reduce economic, social and environmental disparities to help create inclusive sustainable communities.

S03 Housing - Economic growth requires housing in attractive places. This is a sustainable location and 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.

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), CC4 (Visitors- Tourism, Culture and Leisure) 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 outcomes in line with the Piccadilly Basin SRF.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment through building management, the commercial uses and public realm maintenance. 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 enhance the built and natural environment and create a well-designed place and create a neighbourhood where people choose to be. The public realm would support the business and leisure functions of the city centre improving the infrastructure.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The City Centre is the focus for economic and commercial development, leisure and cultural activity and city living. The proposal would be part of an area which would attract and retain a diverse labour

market. It would support GM's growth objectives by delivering housing for a growing economy and population, within a major employment centre in a well-connected location and would help to promote sustained economic growth.

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 easily accessible to pedestrians and cyclists, and sustainable transport options including trams at Piccadilly Station and New Islington and trams and buses at Piccadilly Gardens. A Travel Plan would facilitate sustainable transport and journey lengths for employment, business and leisure would be minimised. 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. All car parking spaces could be EV enabled.

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 scheme 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 housing being 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 single people, young families, older singles and couples.

Manchester's economy continues to grow and investment is required in locations such as this to support and sustain it. The City Centre is the biggest source of jobs in the region and this proposal would provide homes to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community. It is expected that a minimum of 32,000 new homes will be provided within the City Centre from 2016-2025 and this scheme would contribute to meeting the City Centre housing target in the Core Strategy. Around 3,000 new homes are required per each year within the City and the proposal would contribute to this need

A Viability Appraisal demonstrates that the scheme is viable and deliverable but cannot sustain a financial contribution towards affordable housing. Notwithstanding this the applicant has offered an initial contribution of £1,000,000 towards offsite 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 Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) – The development would use the site efficiently. It would promote regeneration and change, creating an attractive and healthy place to live and spend time. The quality and appearance of the building would meet the expectations of the Piccadilly Basin and HS2 SRF. The

building and public realm would improve functionality and contribute to the planned growth of the City Centre towards New Islington and Eastlands beyond.

Any detrimental impact on adjacent heritage assets would be outweighed by the public benefits. The adjacent conservation areas are in a mixed setting and the proposal would be viewed within that context. An analysis of detailed impacts and the justification for accepting these is set out in detail below.

The scale and quality would be acceptable and would contribute to place making and create a cohesive urban form. It would improve the character and quality of a poor quality site. The positive aspects of the design are discussed below.

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

The following parts of the NPPF should also be noted:

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

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

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

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness

199. When considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to its conservation (and the more important the asset, the greater the weight should be), 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 asset (from alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional68.

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

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

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

The current site does not make a significant contribution to townscape and the site 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 conservation areas and these need to be weighed against any public benefits.

The redevelopment and the creation of active frontage and improved connections providing stronger links between the city centre core, Piccadilly Basin, the Northern Quarter Ancoats and New Islington would enhance the street scene. The building has been designed to respond to its context. However, Historic England are concerned about the impact of its visual dominance on Brownsfield Mill (Avro) in some views and its relationship with the Rochdale Canal and wider chain of mills to the north whilst acknowledging that the overall design has mitigated these impacts to some degree by setting the Tower element back from Great Ancoats Street.

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 Archaeological Assessment concludes that below-ground remains of archaeological interest may survive within the application area, especially those deriving from the early 19th-century canal arm and associated wharf. Any remains should be recorded.

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. It would integrate sustainable technologies from conception, through feasibility, design and build and in operation. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

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

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

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

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out environmental improvement's 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 - The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

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

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

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

The above issues are considered in detail in below.

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

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Provides guidance on how air quality should be considered. Paragraph 8 states that mitigation options where necessary will be locationally specific, depend on the proposal and should be proportionate to the likely impact. LPAs should work with applicants to consider appropriate mitigation 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 noise impacts depend on the type of development and the character of the 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 proposal. 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.

Piccadilly Basin Masterplan and SRF – Piccadilly Basin is a major strategic opportunity where extensive and comprehensive redevelopment can be delivered.

Investment here will complement established regeneration initiatives elsewhere in the city centre, and in particular the north east at Ancoats and New Islington. The proposal lies within the SRF area and for the reasons set out below it is considered that the proposals would deliver the aims, objectives and opportunities that the SRF seeks to secure.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – This area is a key transport node and has a critical role to play in the city's economic regeneration. Significant investment is planned in the local area, based on Piccadilly Station. The 2018 a Strategic Regeneration Framework (SRF) covers investment in the station and surrounding area. It sets out ambitious plans for the transformation of Station and surrounding area into "a major new district for Manchester with a world class transport hub at its heart".

The Piccadilly SRF Area is a sub area of the HS2 SRF. It provides guidance for proposals around the Station and seeks to maximise the "regenerative and growth potential" around a new multi-modal transport interchange. The purpose of the Masterplan is to ensure that the City is able to capitalise on the development opportunities presented by HS2 and expansion of the Station which could transform the eastern fringes of the City Centre. Being in close proximity to the SRF Area the proposal would support and complement this next phase of growth in Manchester and enhance the City's productivity. This would contribute positively to the delivery of strategic regeneration objectives and be complementary to improving connectivity between the City Centre and communities to the east including between New Islington. This is discussed in more detail below.

Ancoats and New Islington NDF (2016 (updated Character Area 3 2020) - Ancoats is made up of a number of distinctive mixed-used neighbourhoods, including New Islington, that sit on the north eastern edge of the city centre. They are a link between the city centre and the East Manchester. The Framework seeks to guide the comprehensive positive regeneration of the area to deliver an attractive and successful residential-led neighbourhood with opportunities for a wider mix of complementary uses where increasing numbers of people would choose to live, work and spend leisure time.

The priorities for this area include; encouraging redevelopment of vacant and underutilised sites for residential, commercial and service uses and encouraging development that is massed to provide spatial definition along Great Ancoats Street. The proposal would be complementary to those objectives as set out in the Report

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.

This site in the area designated as Piccadilly and the wider Piccadilly area is identified as having the potential for unrivalled major transformation. The investment provided by HS2 and the Northern Hub is a unique opportunity to transform and regenerate the eastern gateway, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. Piccadilly Basin is in the north east of the City Centre and is an important transition between the existing and extended city centre. The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF
The proposal would complement the realisation of these opportunities. It would enhance the sense of place that previous development has established in the Basin and strengthen physical and visual links between the City Centre and regeneration areas beyond. This is discussed in more detail later in this report.

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. Another target envisaged in the plan is the permanent closure of parts of Deangate which it is envisaged will be a catalyst for the regeneration of the area. The wider Masterplan vision of which the current application forms part would be complementary to this regeneration.

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, along with the associated public realm and wider site improvements to be delivered as part of wider Masterplan, 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.

'Made to Move' Beelines Strategy (2018) - This sets out to provide 1,000 miles of walking and cycling routes across Greater Manchester, both promoting sustainable transport and connecting communities. The overall objective is toward encouraging sustainable, active modes of transport as the primary choice for residents and visitors in the city. In addition, it sets out to provide 1400 new crossings that again remove physical barriers dividing communities and provide safer walking routes through the city. Much of these changes are to be primarily community led.
The strategy addresses problems with connectivity, air quality, and propensity for cycling in addition to supporting other alternative modes of transport to reducing commuter parking in the area. It also presents the possibility to deliver new temporary street improvements to trail new schemes for local communities, and public realm improvements with walking and cycling routes integrated.
There are two of these new 'beelines' with funding planned in the Northern Quarter, nearby the Site. In the January 2020 investment plan for Beelines, two routes were announced that will run nearby to the Site, and other parts of the Northern Quarter:

- Piccadilly to Victoria (proposed for February 2022);
- Northern and Eastern Gateway (proposed for September 2021)

The proposed improvements to the public realm would complement the Bee Line Strategy.

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

The application site lies within the setting of the Stevenson Square conservation area located on the north-eastern edge of the city centre of Manchester. It was designated in February 1987 and was subsequently extended in December 1987 to include

houses on Lever Street and Bradley St. The Stevenson Square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. One of the key aims for the area is to improve and restore this characteristic where it has been eroded.

Ancoats Conservation Area Declaration

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world. Furthermore, the concentration of mill buildings within Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s. Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

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 applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations') and has considered the following topic areas:

- Heritage
- Townscape and Visual Impact
- Wind Microclimate
- Socio-Economic
- Human Health
- Climate Change
- Noise and Vibration
- Daylight, Sunlight and Overshadowing

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.35 hectares but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information
A description of the proposal comprising information about its nature, size and scale;
The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;

A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects;

Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

There will be no unduly harmful cumulative impacts as a result of this development. The impacts relating to the construction phase are temporary and predictable.

The interaction between the various elements is likely to be complex and varied and will depend on a number of factors. Various mitigation measures are outlined elsewhere within this report to mitigate against any harm that will arise and these measures are capable of being secured by planning conditions attached to any consent granted.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. It has been prepared by a competent party with significant experience and expertise in managing the EIA process who hold the IEMA EIA Quality Mark. The preparation of the Statement has included technical input from a range of suitably qualified and experienced technical consultees.

The impacts of a 33-storey tower are substantively the same as those of a 34-storey tower and the reduction of a single storey would not result in any material change to the analyses or conclusions contained in the Environmental Statement or other technical reports.

The Environmental Statement and technical analyses do not therefore need to be updated to reflect the revised plans, and this information does not constitute further information as defined by Regulation 25 of the 2017 EIA Regulations

Principle of the redevelopment of the site and the Schemes Contribution to Regeneration

Regeneration 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 such as Ancoats, New Islington and Portugal Street East The development would contribute to the area's transformation and regeneration.

Manchester is the fastest growing city in the UK, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing and the proposal would contribute to this need. Providing the right quality and diversity of housing including affordable homes, is critical to economic growth and regeneration to attract and retain a talented workforce and critical to increasing population to maintain the City’s growth. These homes would be in a well-connected location, adjacent to major employment and areas earmarked for future employment growth.

The Piccadilly SRF highlights an urgent need to accelerate the delivery of homes and the proximity of Piccadilly Basin to the Station and all public transport modes means that it is ideally located. The SRF identifies that this site is suitable for a tall building given its location at a key intersection between the Basin and Ancoats, New Islington,

Holt Town and the Etihad Campus and the Northern Quarter. The indicative scale in the SRF identifies two residential buildings, of 33 and 20 storeys.

This previously developed brownfield site is in a highly sustainable well-connected location. The proposal includes public realm (just under 0.15 hectares), private space for residents and improved footpaths to Port Street and Great Ancoats Street. New pedestrian and cycle connections would link to surrounding developments and the canal basin.

The site has a poor appearance and fragments the historic built form and creates a poor impression. This proposal would address these issues and provide a positive use that benefits the surrounding area. The ground level activity and improved connectivity would integrate the proposal into the urban grain. Enhanced legibility would create a more vibrant and safer pedestrian environment which would also improve the impression of the area for visitors.

The development would deliver significant economic and social benefits including employment during construction and in the building management and commercial units on completion. The development would create 601 full time equivalent jobs over the 2 build period plus jobs connected to the supply chain. Total net GVA from the construction phase would generate around £28.5 million in the local economy. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal. It is estimated that the construction phase could provide the opportunity for around 120 new trainee placements, over the construction period. An estimated 24 jobs would be supported on site on completion. This would create an estimated £1.12 million in GVA.

485 new homes would accommodate up to 844 residents who would spend around £4.1m per annum locally, potentially equating to the creation of 41 full time jobs. Council tax revenue is estimated to be £0.88 million per annum and increased household spend around £3.8m per annum in the local economy

The proposal would use the site efficiently and effectively in line with Paragraph 119, 120(d) and 124 of the NPPF. It would improve the environment in a sustainable location and deliver high quality homes for safe with healthy living conditions. It would be close to major transport hubs and would promote sustainable economic growth. It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives

Viability and affordable housing provision

The amount of affordable housing required should reflect the type and size of development 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 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 485 PRS homes. The delivery of homes is a council priority. The proposal would develop a brownfield site where the topography makes development challenging. It would create public realm and active frontages on a site which makes little contribution to the area. It would have a good quality appearance and 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 the conclusions of that independent assessment have been verified by the City Council's Property Surveyors.

The above assessment and verification considers the benchmark land value to be £3,075,000 and build costs of £208 per sq. ft, which are within the expected range based on comparable evidence. Gross Development Value would be £154,486,580 which would give a profit of 15.02% on GDV. On this basis it was concluded that the scheme cannot support a contribution towards off site affordable housing and remain viable to the quality proposed. Notwithstanding this the developer has offered an upfront contribution of £1,000,000. which would result in a profit level of 14.18% 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 have a MVHR system to draw filtered air into the homes. Residents could override the system through openable vents/ screens. Apartments would have large windows to increase natural sunlight and daylight. The flexibility of the open plan arrangement responds to contemporary lifestyles. All homes in the perimeter block would be dual aspect with 681 sqm of ground floor amenity space and in a double level space between floors 7 and 8. The amenity / lobby areas would include co-working spaces, spaces to relax and a residents' gym to foster a community feel.

The mix and size of the homes would appeal to single people and those wanting to share. The 2 and 3 bed apartments would be suitable for 3 to 5 people and could be attractive to families and those downsizing. They could be conversed to meet all needs. Balconies and walkways would create a sense of community and provide natural surveillance of the landscaped zones.

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 private terraces. 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 part 7, 9 11 and part 34 storey building is appropriate in this location. This would be a tall building and should be assessed against the relevant policies in the NPPF and Core Strategy that relate to Tall Buildings and the Tall Buildings Guidance of English Heritage and CABE.

Design Issues, relationship to context, including principle of tall building in this location and the effect on the Historic Environment This considers the 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 its appropriateness and its impact on the setting of the Ancoats, Stevenson Square Conservation Area and affected listed buildings and non-designated heritage assets all of which lie within 500m of the site. The design has been discussed with Historic England and Places Matter and public engagement took place

Tall buildings can play an important role in shaping perceptions of an area. 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. However, they should relate sensitively to their context and make a positive contribution to a coherent city/streetscape. Sites in the City Centre are considered to be suitable where they are viable and deliverable, particularly where they are close to public transport nodes. These parameters have informed the SRF's which have promoted regeneration in the city centre over the past 20 years. Taller buildings should; relate to key nodal points and gateways, key vistas and public spaces, positively contribute to the skyline and deliver significant, high quality public realm to create a high quality, sustainable neighbourhood.

The area includes a mix of large former cotton spinning mills adjacent to the Rochdale Canal and beyond, cleared sites, some lower level Georgian Buildings and beyond these more modest scale former warehouses. There are modern buildings on Great Ancoats Street such as Oxid House (13 storeys), Astley (9-15 storeys) and Oxygen (33 Storeys) which reflect the growth and expansion of the City Centre.

The townscape around the site is mixed, where movement corridors between the city core with its expanding fringes intersect. The site is identified in the Piccadilly Basin SRF as an opportunity to introduce a tall building within high quality public realm. The design would create a landmark at an important juncture and define a key pedestrian route into the City Core. A tall building would create a focal point between Piccadilly Station, the Northern Quarter, Ancoats and New Islington. The former mill complexes which characterise much of Ancoats have a large footprint.

The key design parameters in the SRF require tall buildings to respond to effects on the historic environment, particularly Brownsfield Mill, through a visual impact analysis and assessment and ensure that micro-climatic effects in terms of wind and sunlight / daylight, do not have an adverse effect on the safety, comfort or amenity.

The location of the tower has sought to minimise its impact on adjacent conservation areas and listed buildings. Site specific considerations have informed the design including surrounding developments, its accessibility, the nearby homes and listed buildings and the relationship with existing and future built context.

The proposal has been informed by heritage, overshadowing and wind microclimate advice. To respond to its historic context and its neighbours. Rather than two towers, as envisaged in the SRF, a single tower is proposed, offset from the road, with a lower perimeter block that repairs the streetscape. This would reduce the visual impact on nearby historic buildings, reduce overshadowing of neighbouring buildings, and improve the wind environment. The lower perimeter block ties the building into its context and creates a more human scale along Great Ancoats Street and Port Street.

The Core Strategy requires tall buildings should help 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 and its general context undermine 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 proposal would improve the area and use the site efficiently. The setting back of the building on the side facing Brownsfield Mill and the adjacent Port Street plot would create space around the building footprint which would enhance its interface with the public realm. The ground floor uses should strengthen the street frontages and provide natural surveillance.

The elevations aim to respond to the surrounding context. A regular pattern of bays would reference a City Centre building typology and the ordered grid reflects the more horizontal emphasis of the former nearby industrial buildings. Visual interest would be provided through stretcher and header brickwork bonds. The brick facades provide a tighter grain grid to Port Street and a vertical grid towards the mill to complement its proportions. Deep brick piers would reflect the character of nearby historic mill buildings. There would be deep reveals and a double storey order at ground floor with large expanses of glazing to provide active frontage.

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

A Heritage Assessment Townscape and Visual Impact Assessment (TVLA) 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). The magnitude of the impacts (both beneficial and adverse) are identified in the assessment as high, medium, low, negligible or neutral.

A visual impact assessment, analysed 15 verified views before and after development, including cumulative impacts. Two additional views have been included in response to comments received via the neighbour notification process.

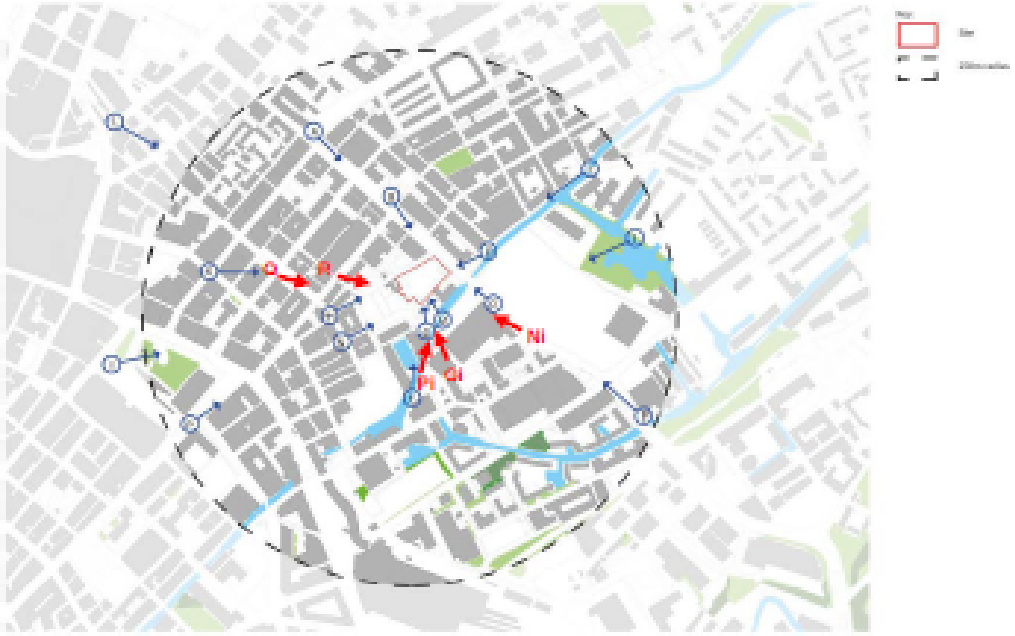


Figure 1. Plan of viewpoints assessed in Heritage Statement by ReForm. Viewpoints assessed in the Heritage Statement (Novmeber 2021) are A-I and M-P. Additional viewpoints that form part of this addendum document are indicated in red. Viewpoints J-L are assesssed in ther accompanying TVIA report.

TVLA and Heritage Assessment viewpoint locations (including additional views)

13 of these viewpoints and 3 additional views have been analysed to provide a qualitative assessment of the effects of the proposal on heritage assets. This also includes the additional views raised by neighbours. Cumulative impacts are shown in wirelines.

In total 18 viewpoints have been assessed for townscape and heritage impacts as appropriate.

The TVIA considers impacts on Town Centre Character Areas within 500m of the Site, which include: New Islington; Ancoats; Northern Quarter; Piccadilly; Retail Core; and Kampus.

Impacts on New Islington would be neutral and on the Retail Core negligible. For Ancoats, the Northern Quarter and Piccadilly the proposal would infill an area of unused land and positively reinforce the urban grain and deliver positive benefits. The material palette and activation of the ground floor in the lower podium blocks to Port Street would reinforce the uses and character at the edge of the Northern Quarter. The additional greenspace would be beneficial.

There would be some localised low magnitude of change in Ancoats, primarily from the southern edge of this area where there will be a tall building. However, the regular and tight urban grain of Ancoats restricts views to the majority of the area.

View A: Existing View

View A: Proposed View

Baseline -The view comprises a variety of architectural styles and forms, including medium rise buildings (6-12 storeys) and smaller buildings (2-3 storeys) with open views of the sky. The weathered steel of Oxid House and Great Ancoats Street are prominent in the view. There are no significant heritage assets prominent in view.

Townscape Impact -The proposal would alter the view substantially. The podium would be in line with the frontage along Great Ancoats Street. The tower would project higher than all adjacent buildings, creating a distinctive focal point. The overall effect would be Minor-Moderate Neutral.

Impacts on Heritage Assets - The proposal would be highly visible and introduce a tall new above the roofscape. Although taller than the recently completed nearby development, it would be seen as part of the continuing developments of Great Ancoats Street and would not visually intrude or dominate the view. This would not alter the character and appearance of the Ancoats Conservation Area, or the setting of the Grade II* Daily Express Buildings and would have a Neutral Impact.

View B: Existing View

View B: Proposed View

Baseline – There is a wide variety of architectural styles and forms, with medium rise (6-12 storeys) and smaller buildings (2-3 storeys) with open views of the sky. The weathered steel of Oxid House and Great Ancoats Street are prominent. There are no significant heritage assets prominent within view.

Townscape Impacts -There would be discernible change to view but the design and brick cladding would have a positive relationship with existing buildings._The overall effect would be Minor Beneficial

Impact on Heritage Assets -The development is largely concealed from view by modern development with only its lower podium visible which would appear as a continuation of the existing streetscape. The proposal would not affect the setting of the Ancoats Conservation Area and its impact Neutral.

View C: Existing View

View C: Proposed View

View C: Cumulative View

Baseline - The Grade II* listed Brownsfield Mill and some city centre roofscapes are visible. On the right, several Grade II and Grade II* listed buildings form a distinctive and prominent heritage architectural element with continuous blocks along Redhill Street. Building heights are relatively consistent at around 5-8 storeys. The left side is dominated by a dark grey clad block modern apartment block in Cotton Field Wharf. The Rochdale Canal dominates the centre of the view.

Townscape Impacts - the materials and design of the building reflects buildings in Ancoats, including those on Redhill Street. The tower would introduce a vertical element but would not be the tallest roofscape within the view. The overall effect would be Moderate Neutral

Impact on Heritage Assets- The tower would largely be visible providing a punctuation to the skyline and contrast with the open, linear forms in the view. The block on Great Ancoats Street would be seen as a continuation of the large mill blocks. The continual façade of the early mills and warehouses would remain fully visible but the tower would be a visual intrusion to the historic skyline and result in a

minor-to moderate change. Consequently, the view is considered to result in a Minor Adverse impact on the character and appearance of the Ancoats Conservation Area and on the setting of the heritage assets in the view.


View D: Existing View


View D: Proposed View

Baseline - Some city centre roofscape including the City Tower are visible. The Grade II* listed Brownsfield Mill is the focal element on the left side with a row of mature trees with glimpses of the commercial building on the right. The foreground is dominated by public space. The medium rise nature permits open views of the sky. Great Ancoats Street runs across the view.

Townscape Impacts- The view would alter substantially as the proposal introduces a building where there is no built form. The podium block would be of the same scale as the existing buildings and provide streetscape amination which would be a substantial enhancement on the existing car park. The design would respond to the character of Brownsfield Mill. The tower would introduce a large vertical element but would not screen a significant view. The overall effect would be Moderate -Major Beneficial

Impacts on Heritage Assets- There would be a major change to the setting of the Grade II* listed Brownsfield Mill and to the immediate streetscape. The height and massing would be a dominant element in the townscape which would compete with the Grade II* listed Brownsfield Mill and lessen its dominance. Consequently, it would alter the setting and understanding/appreciation of the Grade II* listed Brownsfield Mill and would be Minor-to-Moderate adverse**.**


View E: Existing View


View E: Proposed View


View E: Cumulative View

Existing Baseline- Oxygen dominates the left side with commercial units and homes above to the right. The Grade II listed Royal Mills is in the centre. There are a variety of architectural styles with medium rise (6-12 storeys) and low-rise buildings (2-3 storeys) and distant views of high rise. Great Ancoats Street is prominent.

Townscape Impacts There would be a slightly discernible change to view, however the design and materials would relate well to neighbouring buildings. The tower would be higher than the surrounding buildings but is partially obscured by Oxygen Tower and street trees and the overall effect would be Minor Neutral

Impacts on Heritage Assets - The proposal would be partially visible, concealed in part by the buildings in the mid and foreground. The main components of the Ancoats Conservation Area are the horizon, but this is not the best place from which to appreciate their setting, appearance or character. There are a number of designated heritage assets in the view but the magnitude of change and the ability to appreciate their significance is altered negligibly. The proposal would be seen as in distance, signalling the continuation of the city beyond. The proposals would introduce variety to the skyline and would not compromise the settings of the any designated heritage assets and its impact would be Neutral.

View F: Existing View

View F: Proposed View

View F: Cumulative View

Baseline -Burlington House is in the foreground and the Grade II* listed Brownsfield Mill at the end. The left is dominated by an apartment block with a glimpse of the Grade II* listed Jackson's Warehouse. On the right side is the edge of a multi-storey car park. The Rochdale Canal is in the centre and allows open views of rooflines.

Townscape Impacts -There are modern contemporary buildings in the view and the apartment block in the left and the car park façade are considerable modern elements. The development would be behind modern buildings and be a prominent element but would not be substantially uncharacteristic. The tower would introduce a vertical element extending above Burlington House. It would not screen any views of significance including Brownsfield Mill and the effect would be Moderate Neutral

Impact on Heritage Assets- The proposal would largely be visible as a feature in the mid-distance that relates to contemporary developments to the foreground. The lower would in part extend behind the Grade II* listed Brownsfield Mill but would not affect the ability to understand the building's setting or character, which is better revealed in kinetic views when traveling further north-east. The minor visual change would not alter the settings or understanding, or appreciation of the Listed Buildings and the impact would be Neutra**l.**

View G: Existing View

View G: Proposed View

Baseline -The Grade II* listed Brownsfield Mill forms a distinctive and prominent architectural element. To the left are The Astley and Oxid House; two apartment blocks between 8 and 15 storeys. To the far left a glimpse of the extension to The Wentwood and to the right is a glimpse of the roofscape of Ancoats. The foreground is dominated by the brick wall of the canal bridge.

Townscape Impacts The tower would alter the view substantially obscuring a large proportion of the left side of the view and the podium would impact on Brownsfield Mill. However, the design would be in keeping with the aesthetic of the neighbouring buildings and the overall effect would be Moderate- Major Neutral

Impact on Heritage Assets The proposal would be a landmark feature with a moderate-to-major visual impact. The scale and mass of the proposal is in contrast to the smaller scale and massing of the adjacent Grade II* listed Brownsfield Mill.

The tower element would compete with and diminish the dominance of the Grade II* listed Brownsfield Mill and would partially alter the understanding/appreciation and setting of it. The impact would be Minor-to-Moderate adverse

View G1: Existing View

View G1: Proposed View

In this alternative viewpoint the location of the camera has been altered to capture the full height of the tower with the surrounding townscape visible. This is not a replacement view to View G. the original TVA assessment outcomes are to remain as part of the application

Baseline (Alternative) -There are extensive views of modern buildings of varying heights and styles including Urban Exchange to the right with Burlington House to the left. The Astley and Oxid House are in the centre. The newer extension to the Wentwood building is in the background and beyond this are Northern Quarter roofscapes,

Townscape Impacts (Alternative)- The tower would be large dominant feature and alter the view substantially. the design would respond to historical red brick buildings in the Northern Quarter and Piccadilly Basin and the impact would be Moderate Neutral.

In comparison to original View G, the visual effects have reduced although the magnitude of change remains high. The additional modern and mixed quality built form which offer limited sense of place or defined townscape character reduces the perception of visual impact. Visibility of the Grade II listed Brownsfield Mill also becomes obscured and the sensitivity of the view is reduced.

Impact on Heritage Assets (Alternative) -There would be a major change to this view. The design reflects nearby modern buildings in the vicinity although ratio of glazing to masonry differs. The scale of the proposal diminishes the legibility of the area as a once historic area with buildings of moderate height and mass that relate to and utilise the canal. This impact is mitigated by the fact that the building articulates a city block with a landmark and offers coherence. Its dominating presence in the setting of the adjacent Grade II* listed Brownsfield Mill, would erode to a discernible extent the heritage interest of the heritage assets' setting, with a Minor Adverse impact**.**

View H: Existing View

View H: Proposed View

B**aseline** -There is a glimpse of Great Ancoats Street and the roofscape of Ancoats. The Astley is prominent in the background. Hilton Street and Port Street comprise of the Crown & Anchor public house and commercial units on the ground floors of a row of terraced houses.

Townscape Impacts -The tower would be of a much larger scale compared to existing buildings, project much higher than all adjacent buildings and would become the dominant feature and alter the view substantially. It would be notably different to the buildings in the foreground and the impact would be Moderate – Major Adverse

Impacts on Heritage Assets - The development would be clearly visible above the established historic roofline of the domestic-scaled Grade II listed buildings. The tower would introduce a new skyline contrasting with the largely horizontal and linear forms of the Grade II listed former weaver's cottages. This would be a major visual change which would result in a visual intrusion to the settings of the domestic-scaled Grade II listed buildings in the foreground.

The height would demonstrably erode the established setting of the domestic scale of the streetscape, which has historically been defined by a continual range of red-brick buildings of 2-to-3 storeys and would result in a moderate adverse impact on the settings of the Grade II listed 50-62 Port Street and a Minor Adverse impact on the character and appearance of the Stevenson Square Conservation Area.

View I: Existing View

View I: Proposed View

Baseline - The view is mainly made up of paving, turf and trees. The fountain and the statue of Queen Victoria are visible. Several buildings can be seen at the edge of the Gardens. The open nature of Piccadilly Gardens permits extensive visibility of sky and local rooflines.

Townscape Impacts-The view would not alter, and the effect would be negligible**.**

Impacts on Heritage Assets- The proposal is not visible, and the impact is Neutral.

View J: Existing View

View J: Proposed View

View J: Cumulative View

Baseline -The view is across the marina with trees in the centre and the City Tower at the end to the right is the Grade II* listed Royal Mills and New Islington Free School. The low-rise nature of the built form permits open views of the sky.

Townscape Impacts- The design would respond to the character of Ancoats including the blocks on Redhill Street. The podium block would continue the form of the blocks along Redhill Street. The tower would introduce a vertical element, along

with the glimpsed views of City Tower. The proposal would be prominent element but not substantially uncharacteristic and the effect Moderate Neutral.

Impact on Heritage Assets – Not included in analysis as not visible

View K: Existing View

View K: Proposed View

Baseline -Oldham Street is on the left and Dale Street on the right. The view down Dale Street includes 3 Grade II listed buildings and other heritage buildings are on Oldham Street. The low-rise nature of the local built form permits relatively open views of the sky. Roof heights are relatively consistent, although variation is created through architectural detailing and articulation

Townscape Impacts) -There will be no alteration to or loss of the view. The overall effect would be **Negligible.**

Impact on Heritage Assets – Not included in analysis as not visible

View L: Existing View

View L: Proposed View

Existing Baseline - The view is down Thomas Street with Shudehill on the left. There is a glimpse view of the Grade II listed Hare and Hounds pub on Shudehill and the Grade II listed Former Fish Market on Thomas Street. The low-rise nature of the local built form permits relatively open views of the sky. Roof heights are relatively consistent, and variation is created through architectural detailing and articulation.

Proposed -There will be no alteration to or loss of the view. The overall effect would be Negligible.

Impact on Heritage Assets - Not included in analysis as not visible

View M: Existing View

View M: Proposed View

Baseline -Tariff Street with Brownsfield Mill at the end of the view. The Grade II listed Fourways is on the right with a glimpse of the Grade II* listed Jackson's Warehouse. The left is dominated by a low-rise commercial building. The low-rise nature of the built form permits relatively open views of the sky. Roof heights are relatively consistent, with variation through architectural detailing and articulation.

Townscape Impacts -The design responds to the heritage character of Brownsfield Mill and Fourways House. It would be prominent behind modern commercial buildings but would not be substantially uncharacteristic. The tower would be a vertical element above the office block but would not screen any significant views including Brownsfield Mill. The overall effect would be Moderate Neutral.

Impacts on Heritage Assets- The proposal would partly be concealed from view by the existing buildings, but the tower would introduce a tall, vertical component that rises above the established historic roofline.

This minor visual change would partially alter the settings, understanding, and appreciation of the heritage assets and therefore the impact is Negligible Adverse.

View N: Existing

View N: Proposed

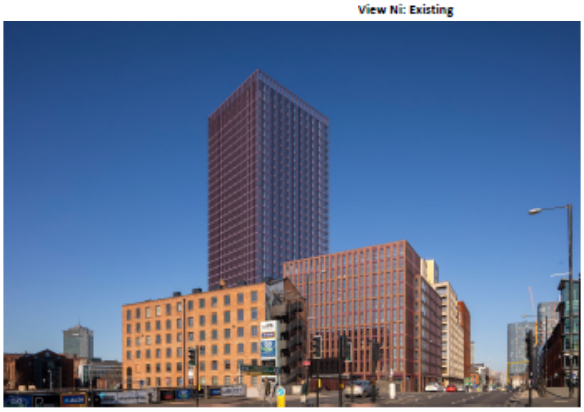
Baseline- This short range view is from the north side of Great Ancoats Street with a varied range of building types, styles, heights and dates. It shows the immediate setting and context of the rear and side of the Grade II* listed Brownsfield Mill,. Astley forms a dominant feature of the centre re-establishing solid street wall to the

southern side of the Great Ancoats Street. To the right are modern commercial units, on the southern boundary of the Ancoats Conservation Area. This view represents aspects of the heritage interests and setting of the Grade II* listed Brownsfield Mill well. However, although this view is located within the immediate setting the Ancoats Conservation Area, this is not the best location from which to understand or appreciate the character and appearance of the Conservation Area.

Impact on Heritage Assets - The proposal would be highly visible and redefine the urban block. It would create a sense of enclosure and an active streetscape. This enhancement to the urban form, would partially enhance the setting of the Grade II* listed Brownsfield Mill building and would provide cohesion and balance to Great Ancoats Street. However, tower would be intrusive and dominate the Grade II* listed building, and is at odds with the established surrounding height and scale of both historic and modern developments. It would result in a moderate-to-major change which would impact the understanding and appreciation of the setting of the Grade II* Brownsfield Mill with a Minor-to-Moderate adverse impact.

View Ni: Proposed

View Ni: Existing



View Ni: Cumulative

Baseline (Alternative)- The former Rochdale Canal Warehouse (Grade II* listed) (Jacksons Warehouse) is now visible to the left understandable as an historic industrial building, and the uppermost point of the gable is a feature against the skyline. Its full significance is not well understood in this view, due to the distance and the orientation of the view which sees the building from the east, towards the building's altered elevation. In tandem with Brownsfield Mill (Grade II* listed), the grouping of the pair, provide a sense of historic character and the openness in the setting allows for their forms to be understood, and is an important aspect of

character which contributes' to the assets' significance. This openness is a remnant of the historic openness that the buildings would historically have experienced, standing in open plots with active, working yards.

Also visible in the distance to the right of the former Rochdale Canal Warehouse is the City Tower. This is a much taller form but is understood as being at some distance from the immediate surroundings, appearing as a backdrop.

This view represents aspects of the heritage interests and setting of the Grade II* listed Brownsfield Mill well and the setting of the former Rochdale Canal Warehouse (Grade II*), although the significance of the latter is only moderately well represented. Although this view is located within the immediate setting the Ancoats Conservation Area, this is not the best location from which to understand or appreciate the character and appearance of the Conservation Area.

Impact on Heritage Assets (Alternative) - The proposal would be a major change that would redefine the area having a notable impact on the setting of the Grade II* listed heritage assets. It would strengthen the sense of enclosure and provide an active streetscape which would partially enhance the setting of the Grade II* listed Brownsfield Mill. The tower would be intrusive and dominate the presence of the Grade II* listed building and is at odds with the established surrounding height and scale of both historic and modern developments. It reduces the sense of openness which is an important aspect of the two Grade II* listed mills setting. The pulled-back nature of this viewpoint (when compared to the closer-range Viewpoint N submitted in the Heritage Statement, November 2021), allows for the full extent of the height to be appreciated in the setting of the Grade II* Brownsfield Mill, with a greater impact. This would cause moderate-to-major change which will impact the understanding and appreciation of the setting of the Grade II* Brownsfield Mill and result in a Moderate Adverse impact.

The cumulative view shows the yellow wireline of the Swan Street development. The Swan Street development appears further north on Great Ancoats Street, obscured by existing townscape on the right of the view. There would be no change in impact to that of the proposed view.

View O: Existing

View O: Proposed

Baseline- The left is One Piccadilly Gardens development and Immediately ahead is a row of Grade II listed former offices, shops and warehouses forming the southern boundary of the Stevenson Square Conservation Area. However, this location is not

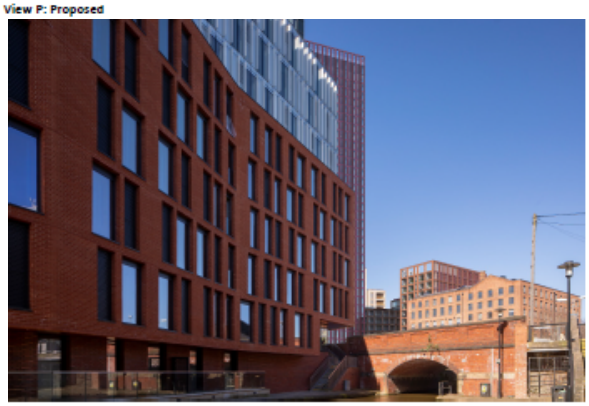
a good place to appreciate and understand the character of the Conservation Area, which is better understood when traveling further north towards Stevenson Square. To the right is the Grade II listed Portland Thistle Hotel, and Grade II listed Nos. 3,5 and 9, Portland Street, terminating with the modern glass and metal 1 Portland St. The view extends along Newton Street and the Stevenson Square Conservation Area, where further 19th century warehouses gradually diminish in scale. All buildings are of a similar height, but their appearance, materials and uses differ. The heritage interests of the identified heritage assets are well represented.

Impact on Heritage Assets – The tower would be highly visible but would be almost entirely concealed by the consented hotel at 67-75 Piccadilly and 4-6 Newton Street. Following the completion of the hotel it would only partially alter the settings or understanding or appreciation of the heritage assets within this view, and therefore the impact is considered to be Negligible Adverse

View P: Existing

View P: Proposed

View Pi: Existing



View Pi: Proposed

Baseline - The view is dominated by the Grade II* listed Brownsfield Mill to the right, and the Astley and Oxid House to the left which have similar height, scale and mass. The heritage interests and setting of the Grade II* listed Brownsfield Mill are well represented as the historic relationship with the canal can be understood. The view illustrates how altered the wider setting of the Grade II* listed mill building is and that this contributes to the building's significance to a minor extent.

Impact on Heritage Assets - The proposal is in contrast to the lower historic scale, massing, materiality and articulation of the Grade II* listed Brownsfield Mill and more recent developments immediately behind and would result in moderate-to-major visual change. The tower would compete and diminishes the predominance of the Grade II* listed Brownsfield Mill, and the lower-level element of partially interrupts the

silhouette of Brownsfield Mill roofscape against the skyline. This would alter the understanding and appreciation of the setting of the Grade II* listed Brownsfield Mill and the impact would be Minor-to-Moderate adverse.

Baseline (Alternative View) - The Grade II* listed Brownsfield Mill is in the middle of the view above the Tariff Street bridge. Burlington House is on the left with the Astley beyond. The built forms corresponding to one another creating cohesion.
The heritage interests and setting of the Grade II* listed Brownsfield Mill are well represented as the historic relationship with the canal can be understood. The Mill is also standalone form in this view, with open sky above and on either side of it.

Impact on Heritage Assets (Alternative View) – The development would strengthen the sense of enclosure and create an active streetscape, which is currently missing in this area. The enhancement to the urban form of the lower-level would partially enhance the setting of the Grade II* listed Brownsfield Mill building and would provide cohesion and balance to Great Ancoats Street.

The tower element would dominate the visual presence of the Grade II* listed building and is at odds with the established surrounding height and scale of historic and modern developments. It reduces the sense of openness which is an important aspect of the two Grade II* listed mills setting. The pulled-back nature of this viewpoint (when compared to the closer-range Viewpoint N submitted in the Heritage Statement, November 2021), allows for the full extent of the proposed height to be appreciated in the setting of the Grade II* Brownsfield Mill, resulting in a greater level of impact. This would result in a moderate-to-major change which would impact the understanding and appreciation of the setting of the Grade II* Brownsfield Mill and result in a Moderate Adverse impact**.**

View Q: Existing View

View Q: Proposed View

View Q: Cumulative

Baseline - The view includes buildings between 4 and 8 storeys with regular windows whose materials vary. The scale of Griffin House and its grey cladding are dominant features. To the right are glimpses of the Grade II listed, Marlsboro House and the Grade II listed terraced houses on Hilton Street.

Townscape Impact -. The upper extent of the tower would be visible above buildings in the foreground and would change the view discernibly but would not project higher than existing roofscapes. The materials and design respond to other buildings and the effect would be Moderate Neutral**.**

Impact on Heritage Assets - The development appears in the distance above one of the low-rise 19th century buildings on Lever Street. It would be the most prominent skyline object causing a minor change. The impact would be mitigated as it would clearly be viewed from a distance and can be appreciated as an object that stands apart from and outside of the conservation area. The impact is Negligible - Minor Adverse.

The cumulative view shows the blue wireline of the Eider House development. The Eider House development appears further east on Lever Street in the distance. The degree of change caused by this cumulative development would be extremely Negligible and not change the impact.

View R: Existing View

View R: Proposed View

Baseline – The Arabesque building is in the foreground with the Grade II listed Wentwood beyond. The contemporary extension to the Wentwood building is also visible. Beyond this, there are The Astley and Oxid House. The 13-storey Nuovo visible.

Impact on Townscape -The tower would alter the view substantially but the materials and design would respond to its neighbours and have a Moderate Neutral effect.

Impact on Heritage Assets – The tower would cause a minor-moderate change. It would alter the context of the Grade II listed 72-76 Newton St and have a dominating presence of its the setting and in that of Marlsbro House and Former Newton Street Police Station (both Grade II listed). The magnitude of impact is Minor Adverse.

Mitigation of visual, townscape and heritage impacts has been incorporated as part of the has evolved through consultation with the Local Planning Authority, Historic England and Places Matter Design Review and is described in previous sections.

The development would cause a high level of visual change and cause of harm to the settings of heritage assets. There would be four instances of minor-moderate / moderate adverse impact (50-60 Port Street and 72 -76 Newton Street (Grade II Listed) (moderate adverse) and the Former Rochdale Canal Warehouse (minor adverse) and Brownsfield Mill (Avro) (Grade II* Listed) (moderate adverse). The impacts on the Grade II* Brownsfield Mill (Avro) would be most significant falling at the mid-point of the spectrum of harm envisaged by section 202 of the NPPF.

The harm to 50-62 Port Street is caused by the tower creating a visually intrusive new element in significant streetscape views in which they have remained the principal focus since their conception in the late 18th-to-mid 19th century.

The major change to the setting of Brownsfield Mill (Avro) need to be balanced against the fact that the site currently has an adverse impact on its setting and the landscaping works and pedestrian environments would benefit its setting. Historic England have confirmed that they concur with the impacts on Brownsfield Mill (Avro) as set out above.

This would be a large and significant development and transform the area. The removal of the vacant site would have a beneficial impact enhancing the setting of heritage assets. The impact of the height would not be unduly harmful and in many instances, the impacts on the local area and townscape would be positive. The architecture and materials would create of a distinctive development.

Some visual harm would occur where the development would clearly be seen in the same context as heritage assets. This mainly relates to the visual impact on the understanding and appreciation of the setting of Brownsfield Mill (Avro), the Former Rochdale Canal Warehouse (Jackson's Warehouse), 50-62 Port Street, The Wentworth (72-76 Newton Street) and the Ancoats and Stevenson Square Conservation Areas. However, when assessed as a whole, the proposals would not diminish the area's distinct character and appearance to anything beyond a minor degree. It is considered that any harm would be less than substantial and therefore needs to be considered against the relevant tests within the NPPF

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

There are no World Heritage Sites nearby. Sections 66 and 72 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 and 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, 201 and 202.

The NPPF establishes a clear hierarchy of significance for heritage assets, derived from their designated status. The fundamental objective is to avoid compromising designated heritage assets, such that any potential 'harm' from a development must be balanced against the potential advantages of the public benefits that may outweigh any harm (sections 201-202).

The NPPF (section 193) stresses 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. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm 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.

Where a proposal would have an adverse impact on the historic environment the of harm must be outweighed by the public benefits brought of the scheme (NPPF 202).

The impact of the proposal on the setting of listed buildings and the Ancoats and Stevenson Square Conservation Areas would be less than substantial. Section 120 requires this to be weighed against the public benefits including, where appropriate, securing its optimum viable use.

Paragraph 20 of the NPPF Planning Practice Guidance states that 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 (paragraph127).

Whilst outlined in detail elsewhere in this report of the public benefits of the proposals would include enhancing the currently dilapidated character of the streetscape and introduce a sense of cohesion into the area which is currently defined by gap sites and a fragmented urban form.

Other key benefits would include:

- Improving the quality of the local environment through the improvements to the streetscape and provision of public realm;

- 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 PSE and HS2 SRF Areas;
- Creating a safe and accessible environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- 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 development would deliver extensive public benefits enhancing the public realm around the site and permeability around the area as a whole. The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraph 201 of the NPPF. Sections 66 and 72 of the Planning Act in relation to having regards to the preservation and enhancement of conservation areas and setting of the adjacent listed buildings are considered to be satisfied.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

A single tower is proposed, offset from the road, with a lower perimeter block that would repair the streetscape tieing the building into its existing context and creating a more human scale on Great Ancoats Street and Port Street. The podium would have a strong relationship with the Great Ancoats Street frontage. This would reduce the visual impact on nearby historic buildings, reduce overshadowing of neighbouring buildings, and improve the wind environment on streets around the building.

The public space would allow new connections through the area and to the canal when neighbouring development sites come forward.

The area contains different forms of architecture, with red/brown brick being the main material. These are mixed with more contemporary buildings in corten steel and metal cladding. Rigid grids of openings with stone lintels and metal frames predominate. The brick facades of the podium would have a positive relationship with existing buildings. The use of different materials for the Tower would ground the podium block into its immediate. Its materials would respond to the cityscape and complementing the podium materials.

The North and East elevations to the Tower would be composed as a vertical windows, solid panels and perforated ventilation panels, On the South and West Elevations projecting fins would add texture and shadow.

The rhythm of windows and brick piers on the podium would vary depending on aspect and context. The grid facing Port Street is tighter, as this is a narrower street. The grid facing Great Ancoats street is wider, to respond to its urban scale. The grid facing Browns Field Mill is more vertical, to complement the historic building proportions. Different bonding patterns would add further.

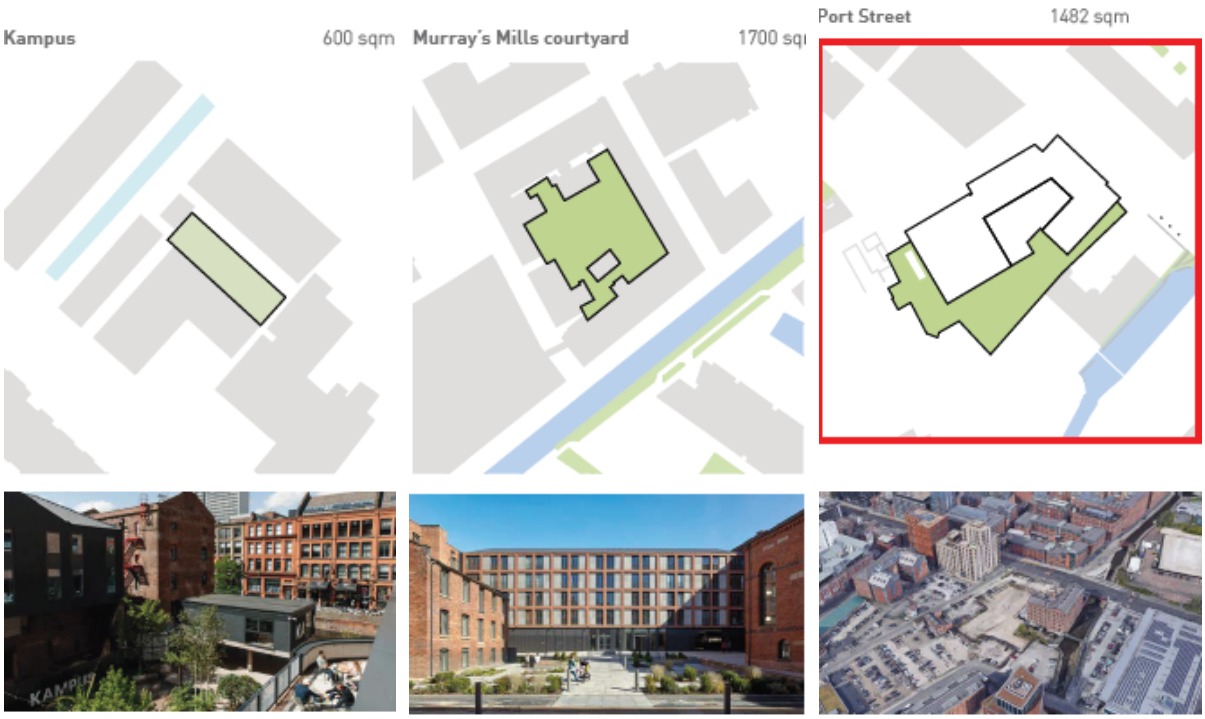
Balconies, Terraces and Loggia would be emphasized through a white/light cream brick, which is traditionally used in Victorian buildings for the back facades and courtyards.

The layout and transparency of the ground floor glazing would maximise daylight and allow views into ground floor areas increasing passive surveillance and improving security whilst animating the street and would improve the streetscape.

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

Proposed public realm layout

The Core Strategy requires tall buildings to create an attractive, pedestrian friendly environment. Public space should provide shared outdoor amenities for residents, in a high quality, safe and accessible environment. This would secure the successful regeneration of the site and achieve the aspirations of the Piccadilly Basin and HS2 SRF and deliver placemaking objectives. The majority of the external space would have a southern aspect with direct sunlight throughout the day. The 1482 sqm public area would compare with 1700 at Murry's Mills and 600sqm at Kampus.



There would be hard and soft landscaping, including trees, which would improve biodiversity. 2 street trees would also be planted on Tariff Street. A natural play area for children would be provided. The public realm would encourage movement through Piccadilly Basin and future proof enhanced wider linkages. Level changes have been positively integrated into the site character and contribute to a sense of enclosure and comfort whilst ensuring DDA compliance to ensure that all users can effectively use the space without any difficulty.

Illustrative elevation F - Interface with Avro

Illustrative sectional elevation A - Wharf Gardens

Extensive tree planting would offer shade and reduce the effects of urban heat island and the permeable surfaces and native planting will contribute to a sustainable drainage strategy. Pedestrian routes would be clearly defined and well lit.

The scheme would function as a stand alone scheme and when connected to future sites. The pedestrian route would be gated and closed during night time hours due to ensure public safety pending future adjacent developments coming forward.

The design would promote health & wellbeing and be suitable for all including older people. The final details would be agreed by condition which would require Age Friendly Public Realm. The public realm would be managed and maintained by a professional residential property manager and this would be secured by a condition.

Credibility of the Design

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

The design includes: well considered detailing and materials; high quality materials and construction technology; spacious layouts with good quality natural light, ventilation and acoustics; and, active ground floors and welcoming entrances and communal spaces including external terraces and public realm at ground level which includes publicly accessibility

Relationship to Transport Infrastructure and cycle parking provision

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

There are bus stops on Great Ancoats Street, Lever Street and Oldham Street. Piccadilly Gardens bus interchange with access to Metrolink. The site is close to Piccadilly Station.

There would be a reduction of 53 parking spaces. 10 of the 47 parking bays would be suitable for use by disabled drivers. All spaces would be fitted with EV charging capability (for future demand driven upgrade) with 10 fitted with active provision.

There are 19 multi storey car parks within 600m of the site and leaseholds can be arranged for contract spaces. The nearest is a 20m and has spaces for disabled people. There are on-street parking bays on Port Street, Newton Street, Brewer Street, and Tariff Street where blue badge holders can park for free.

The nearest City Car Club bay is on Tariff Street. A 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 481 secure cycle spaces is 100% provision. Drop off, servicing and loading would be from a new dedicated loading bay on Port Street .

The Site is close to confirmed Bee Network infrastructure such as the Manchester Northern and Eastern Gateway (connecting the neighbourhoods of Ancoats, New Islington, New Cross, New Town, Redbank and the Green Quarter), allowing future residents to benefit from better connectivity and quality of commute. The existing cycle route which will form part of the Bee Line Network is retained on Port Street.

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

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

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

Operational Carbon

The Core Strategy requires developments to achieve a minimum 15% reduction in CO2 emissions. Part L has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translate as a 9% improvement over Part L 2013.

A combination of enhanced building fabric specification, significantly beyond the current regulatory compliance standard, allied to efficient mechanical and electrical systems and sophisticated controls would achieve compliance with the emission reduction targets stipulated by MCC's adopted planning policy, Building Regulation Part L (2013) and the proposal would exceed this target with an improvement of 9.12%. .

Photovoltaic (PV) panels were discounted as the limited roof area would not be efficient and the remaining area at the site is required for public/private realm provision. Using air source heat pumps for heating would conflict with the servicing strategy which gives each apartment individual metering. The performance indicators will improve over time as the grid continues to decarbonise.

The following efficiency measures would reduce heat losses and minimise energy demand. There would be high performance thermal insulation and thermally efficient windows and doors. Active building services would minimise direct energy consumption with increased hot Water Generating Efficiencies; Reduced Standing Losses from Pipes and Cylinders; Energy Efficient LED Lighting; Improved Lighting

Controls; 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 will be designed to reduce mains/potable water consumption and include water efficient devices and equipment; Recycling facilities would divert material from landfill and reduce the carbon footprint further; SuDs features within the public realm would help to mitigate flood risk.

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.

To reduce the Whole life Embodied emissions, the emphasis is on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency. Further consideration should be given to embodied carbon benchmarking relating to Circular Economy principles. This will be detailed further at the next design stage.

The proposal would make a positive contribution to the City's objectives and, 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.

Conclusions of ES in relation to Climate Change

The impacts of the development in terms of the following have been assessed within the ES:

Whole Life Embodied emissions includes embodied carbon emissions related to materials and construction process throughout the lifespan of the building, including upfront emissions during constructions, construction transport, replacements/repairs during the operational phase and end-of-life.

The potential impacts and effects of the proposal were assessed under 3 categories:

Whole life embodied – Greenhouse gas (GHG) emissions (CO2e) associated with product stage (Raw material supply; Transport and Manufacturing), construction process stage (Transport and Construction Installation Process), use stage (Replacement and Refurbishment) and end of life stage (De-construction, Demolition, Transport, Waste processing and Disposal);

Operational building – Greenhouse gas (GHG) emissions (CO2e) associated with the energy used for heating, cooling, lighting and ventilation (operational phase);

Operational transport – Greenhouse gas (GHG) emissions (CO2e) associated with vehicles trips during the operational phase.

Mitigation would be incorporated in the construction stage through to the operational stage. To reduce the Whole life Embodied emissions, the emphasis would be on minimising the use of energy intensive materials, using local suppliers where possible, reducing traffic and improving vehicle efficiency.

During operation transport, mitigation is focused on active travel and encouraging the use of public transport through measures in the Travel Plan. Emphasis is given in EV charging infrastructure and putting measure in place to enable this to be increased.

To mitigate against operational energy emissions, the focus has been on improving the energy efficiency of buildings using a fabric first design approach and providing an all-electric development through the use of heat pumps.

The adoption of the embedded/additional mitigation measures would ensure that the GHG emissions would be reduced, giving a not-significant residual effect for the emission categories assessed.

It is estimated that the whole-life embodied carbon emissions of the proposal would comply with the RIBA 2025 Climate Challenge The annual energy consumption complies with the RIBA 2025 Climate Challenge target With mitigation for the operational phase, the residual impacts would be minor.

Effect on the Local Environment/ Amenity

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

Sunlight, daylight and overshadowing

Construction

Effects would vary throughout the demolition and construction phase and the effects would be less than the completed scheme.

Operational Effects

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

The BRE Guidelines suggest that homes 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.

Location of properties potentially impacted by loss of sunlight and daylight

Properties at Jackson’s Warehouse (Tariff Street), Brownsfield Mill (Avro) (Great Ancoats Street), The Astley (Great Ancoats Street), Burlington House (Tariff Street), Wentworth (Newton Street) and MM2 (Great Ancoats Street) are identified as being affected in terms of daylight and sunlight. Other homes have been scoped out due to their distance and orientation from the site.

It is noted that the latest planning permission available on the Council’s website in relation to room layouts has informed the analysis results.

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

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 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. Any reduction below this would be noticeable to the occupants. The NSL test assess daylight levels within a whole room rather than just that reaching an individual window and 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 Target. (BRE Target within the Environmental Statement). The impacts of the development in this context are set out below.

Baseline

All impacts have been assessed against a baseline of the current site condition with any adjacent approved schemes taken into account. No consented schemes could be affected by the proposal and none have been included in the assessment (cumulative impacts).

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:

Jackson's Warehouse -104/113 (91%) windows would meet the BRE VSC Alternative Target and 72/72 (100%) rooms would meet the BRE NSL Alternative Target

Brownsfield Mill (Avro Apartments) - 45/100 (45%) windows would meet the BRE VSC Alternative Target, and 14/39 (36%) rooms would meet the BRE NSL Alternative Target

The Astley – 53/149 (36%) windows would meet the BRE VSC Alternative Target and 64/99 (65%) rooms would meet the BRE NSL Alternative Target

Burlington House – 103/132 (78%) windows would meet the BRE VSC Alternative Target and 60/61 (98%) rooms would meet the BRE NSL Alternative Target

Wentworth Apartments – 114/189 (60%) windows would meet the BRE VSC Alternative Target and 138/144 (96%) rooms would meet the BRE NSL Alternative Target

MM2 Apartments -103/149 (69%) windows would meet the BRE VSC Alternative Target and 65/88 (74%) rooms would meet The BRE NSL Alternative Target

Jacksons Warehouse : There would be a major adverse impact on 4 of the 9 windows that do not meet the BRE Alternative Target. These windows receive very

low baseline levels in the existing scenario ranging from 8.5% to 9.3% VSC against a target of 27 due principally to the existence of an external staircase which blocks light to these windows.

Brownsfield Mill (Avro Apartments): There would be a major adverse impact on 43 of the 55 windows and 19 of the 25 rooms that do not meet the BRE Alternative Target. 25 of these windows and 20 of these rooms are bedrooms, which are considered as having a lesser requirement for daylight by the BRE. The remaining 30 windows are to 10 living kitchen diners which have multiple windows. Where a room has more than one window of a similar size, the BRE Guide states that the mean VSC can be calculated. As such, whilst some windows may not meet the BRE Alternative Target , a room may overall, when the mean VSC is calculated. Of the 10 living kitchen diners with multiple windows, seven would meet this alternative average VSC target. 3 living kitchen diners do not meet the Alternative Target criteria for *NSL* daylight.

The Astley: There would be a major adverse impact on 58 of the 96 windows and 31 of the 35 rooms that do not meet the BRE Alternative Target. 32 of these windows and 20 of the rooms are bedrooms, which are considered as having a lesser requirement for daylight by the BRE.

The Astley has deep, single aspect rooms located on the boundary facing the site, a number of which are recessed beneath balconies. This places a high burden on this site to maintain existing sunlight and daylight levels.

Burlington House: There would be a major adverse impact on 1 of the 29 windows and all but 1 room would meet the BRE alternative target (minor adverse impact) 17 of the windows that do not meet the BRE alternative target criteria for VSC daylight, and the one room which does not meet the target criteria for NSL daylight, are bedrooms, which are considered as having a lesser requirement for daylight.

The remaining 12 windows relate to six living kitchen diners which have multiple windows and the room overall meets the target. Of these six, five rooms will meet the Alternative Target criteria for VSC daylight, meaning that only one of the living kitchen diners does not meet the Alternative BRE Target (*23.9% overall, against a target of 20%)*

Wentwood Apartments: There would be a major adverse impact on 4 of 75 windows. For the 6 rooms that do not meet the Alternative BRE target impacts are all minor adverse. These windows have low baseline daylight levels due to the location of balconies and a roof overhang creating shade. This means that relatively small changes in daylight levels represent large proportional changes.

MM2 Apartments: There would be a major adverse impact on 30 of 46 windows and 7 of 23 rooms do not meet the Alternative Target. 25 of these windows and 22 rooms are bedrooms, which are considered as having a lesser requirement for daylight.

Sunlight Impacts

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

Jackson’s Warehouse

All rooms would meet the Alternative Target for both annual and winter PSH.

Brownsfield Mill (Avro Apartments)

8/11 (73%) rooms meet the BRE Alternative Target for annual PSH. 2 would experience a major adverse impact. For winter PSH, all rooms meet the BRE Alternative Target.

The baseline levels for the rooms which do not meet the alternative target are very low, due to them being north facing which places a high burden on the proposal to maintain existing levels.

The Astley

34/47 (72%) rooms meet the Alternative Target criteria for annual PSH. Four experience a major adverse impact. For winter PSH, 12 experience a major adverse impact. As discussed above, the Astley contains several deep single aspect rooms on the boundary facing this site which places a high burden on the development site to maintain existing sunlight levels.

Burlington House

All rooms meet the Alternative target for both annual and winter PSH.

Wentworth Apartments

96/ 106 (91%) of rooms meet the Alternative Target for annual PSH. 6 rooms which do not meet the alternative target will experience major adverse impacts. For winter PSH, eight rooms experience major adverse impacts. With the proposal in place.

MM2 Apartments

54/64 (84%) rooms meet the Alternative Target for annual PSH. 8 experience major adverse impacts. For winter PSH, two rooms experience major adverse impacts. These rooms continue to receive 3% and 4% winter PSH, against a target of 5%, with the proposal built, which is considered to be acceptable given the city centre location and emerging height and density in the area.

The impact on the daylight and sunlight received by residents of Burlington House, Jackson’s Warehouse, Brownsfiled Mill (Avro), The Astley, Wentworth and MM2 are important. However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its city centre location.

It is acknowledged that some residents would experience major adverse impacts but as detailed above many of these rooms require less daylight (bedrooms/ bathrooms).

Overall, the impacts on daylight are considered to be minor adverse for residents in Jackson’s Warehouse, Burlington House, and Wentworth Buildings.

Within Avro, The Astley and MM2 they would be moderate adverse. In Avro 5/39 of main habitable rooms would not meet the Alternative BRE Target, in The Astley 15/99 of main habitable rooms would not meet the Alternative BRE Target and in MM2 1/88 of main habitable rooms would not meet the Alternative BRE Target.

Impacts on sunlight are considered to be negligible for residents at Burlington House and Jackson's Warehouse. In Brownsfield Mill (Avro), Wentworth Buildings, The Astley and MM2 they are considered to be minor adverse.

However, these impacts need to be considered in the context of the following factors:

- 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

- The city centre location, emerging height and density anticipated in the locality. There has been an SRF Framework in place across the Piccadilly Basin Area and since the 2016 version the site has been allocated as one where that could accommodate development at height greater than the surrounding context

- Several of the windows/rooms which do not meet the VSC or NSL daylight criteria are bedrooms, which are considered as having a lesser requirement for daylight;

- The impact on the majority of principal habitable rooms is limited, and only a small number of living kitchen diners (as detailed above) do not meet the VSC or NSL daylight criteria;

- Some buildings have existing low VSC levels which results in any change appearing in some cases disproportionally high;

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

Overshadowing and Privacy

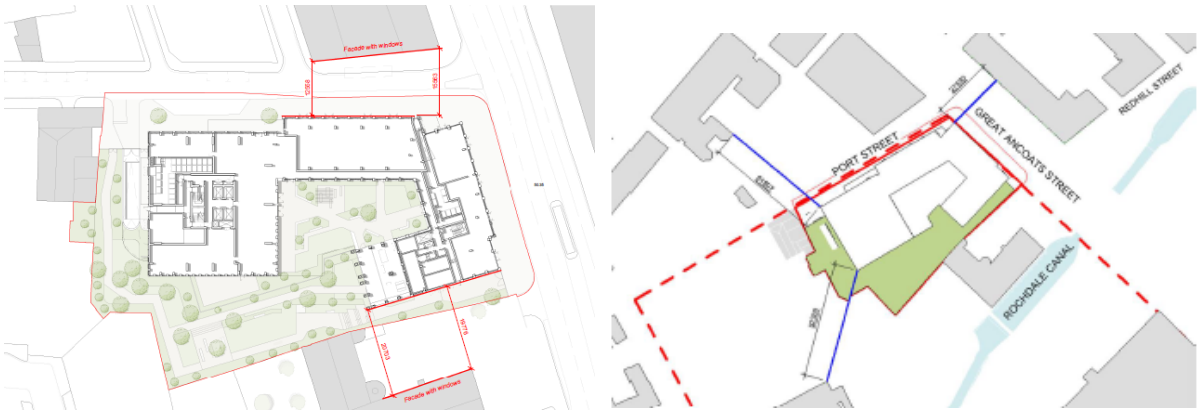
An overshadowing study has been prepared in-line with BRE Guidance. The BRE guide addresses overshadowing to gardens and open spaces only. The VSC, NSL and APSH assessments detailed above assess the levels of daylight and sunlight to all affected windows and rooms within affected buildings around the site and are clearly and transparently presented in the submission.

The potential impact of overshadowing on the waterways has been considered. The waterways are located to the south/south east of the Site and, as such the proposal could not overshadow it. An overshadowing assessment of the waterways has therefore been scoped out of the assessment.

The garden to Brownsfield Mill (Avro) is due south of the proposal and its sunlight would not be obstructed. There are no other amenity areas close to the site.

Analysis of the sun hours received in open spaces adjacent to the site demonstrates that all amenity areas meet the BRE target and would continue to receive sunlight to at least 50% of the area with the proposal in place.

A transient shadow study, illustrated at hourly intervals on 21 March as defined by the BRE Guidance as the appropriate basis for consideration, observed that overshadowing impacts on neighbouring spaces are transient for relatively modest periods throughout the day and that Cottonfield Park and the marina will only be overshadowed at the very end of the day, when the low sun casts long shadows before sunset.



Separation distances with adjacent buildings

Small separation distances are typical of an densely developed City Centre environment and any development of this site would lead to the level of potential overlooking that is typical within such an environment. It is considered that separation distances between buildings are acceptable.

Solar Glare

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.

Wind

Changes to wind can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation. A Wind Microclimate report focused on the impact on people using the site and 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. All of the scenarios reported in the ES chapter were 360deg full rotations, and gusts were accounted for using the standard gust-equivalent-mean method.

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

Potential impacts have been considered on: the Rochdale Canal towpath, as suitable for standing during the summer and leisure walking in the winter; amenity spaces at the site and within the site; Bus stops on Great Ancoats Street, ; and areas immediately outside any building entrances.. All are considered to be highly sensitive to strong winds, which can pose a risk to safety.

Baseline

The baseline included tree planting in the public realm at ground level, in accordance with the submitted landscaping scheme and developments currently under construction within a 400m radius site (which is the UK industry standard for capturing local features which might be affected by the development).

The Assessment has considered mitigation from landscaping and a vertical screen on the eastern end of the tower.

Construction phase impacts would be negligible. Following completion of the development with the mitigation in place, conditions would be suitable for their intended use with the exception of the level 10 private terraces and level 7 public terrace where there would be moderate -minor adverse impacts which would require landscaping to ensure there are pockets of calmer conditions and that windier areas are not accessible. The final details of this can be secured by a condition.

Conditions for all entrances to Brownsfield Mill (Avro) would be suitable for standing or calmer, and conditions around the Mill are suitable for walking or calmer in all seasons and standing or calmer in summer.

Conditions for the residential garden to the back of the Mill would be suitable for sitting in all seasons, for all of the scenarios tested (existing baseline, proposed development in existing surrounds, proposed development in cumulative surrounds). All wind impacts on Brownsfield Mill would be negligible, and conditions will be suitable for their intended use.

Cumulative Effects

The wind conditions have also been assessed with the introduction of the future approved developments within the surrounding area. With the above mitigation in

place the impact would be negligible. No significant additional construction effects over and above those for the completed development are expected

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 as a result of surrounding roads. Roads which may be used for construction traffic and post development are in the AQMA. Residents could experience poor air quality and vehicles travelling to and from the site could increase pollution in this sensitive area.

The site was previously developed and is close to homes. There are homes, businesses, schools and recreational areas which could be affected by construction traffic and that associated with the completed development.

The application assesses the potential effects during construction of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance 2014. The assessment of the potential air quality impacts from the completed scheme has focused on the predicted impact of changes in ambient nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter of less than 10 μm (PM10) and less than 2.5 μm (PM2.5). Various scenarios were tested to assess both the construction and operational impacts on air quality including construction, when the earlier phase occupies and when the entire development is complete.

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

Detailed dispersion modelling has determined whether the site is suitable for the proposal due to its roadside location within an AQMA.

Good on site practices would ensure dust and air quality impacts are not significant and should remain in place during the construction period and should be a condition.

Arrivals at and departures in operation may alter the use of the local road network.

Detailed atmospheric dispersion modelling has been undertaken for the first year of operation and its impact is considered to be 'negligible'. The premises would have air tight windows and mechanical ventilation.

The basement carpark would incorporate mechanical fans and can only make use of natural air intake. It is common for car park ventilation systems to 'exhaust' onto a

podium or garden area positioned above the basement level with apartments located directly above.

The system is designed to automatically control environmental conditions to very low CO concentrations. Similarly, the system is demand driven, which effectively means that all fans will remain 'off' for long periods in the early mornings and mid-late evenings when not needed.

The energy strategy would be all electric. 485 cycle spaces are proposed. A travel plan would aim to reduce vehicle trips, traffic congestion, noise and air pollution, and greenhouse gas emissions. All parking spaces would be either useable by electric vehicles or include the infrastructure to allow them to upgrade in response to demand. A mechanical ventilation system would provide fresh air to the homes.

The implementation of these measures would ensure that the residual effects would not be significant. Pollutant concentrations would be within the relevant health-based air quality objectives. Building users would be exposed to acceptable air quality and the site is suitable for the proposed use.

Noise and Vibration - A report concludes that internal noise levels would be acceptable subject to appropriate acoustic design and mitigation. The mitigation measures required for any externally mounted plant and ventilation should be a condition of any consent granted.

Delivery and service vehicles would be restricted to daytime hours to mitigate any impact on adjacent residential accommodation. During the operational phase the proposal would not produce noise levels or vibration that would be significant.

Disruption could arise during construction and residents at The Astley and Avro are susceptible to moderate to major effects. The applicant and their contractors would work and engage with the local authority and local communities to seek to mitigate these impacts and minimise disruption. A Construction Management Plan should be a condition and 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.

The potential noise impact within the external areas would be negligible with mitigation in the form of noise management in place which would be controlled via a condition attached to any consent granted.

Cumulative impacts would be negligible with mitigation in place.

<u>Telecommunications (TV and Radio reception and Broadband provision)</u> –A desk based Baseline TV Reception Report notes that the proposal could affect TV transmissions in the surrounding area. It notes that low rise residential properties are mostly located over 1.9km away within the shadow zone where interference issues at this range are unlikely to have significant effect. The signal quality at this range is generally very good in the development shadow for the main multiplexes. Effects on signal strength are most likely at locations close to the proposal i.e. within 1km and in its shadow zone. This area is predominantly commercial and with tall buildings where

some people may live. The signal quality in this range was moderate and interference may occur. However, if receiving aerials exist it is unlikely that they will be located below 10 metres effects may not be noticeable in practice.

It is recommended that any reported television or radio interference should be investigated by means of a post-construction reception measurement. Should there be any post construction impact a series of mitigation measures have been identified which could be controlled by a condition.

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 superfast broadband.

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

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

Crime and Disorder - The increased footfall, additional residents and improved 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.

Archaeological issues - GMAAS believe that there could be below ground remains. The site should be subject to intrusive archaeological investigation in advance of development with an initial phase of evaluation trenching, followed, if necessary, by open-area excavation and recording. This should be targeted on the canal infrastructure. This investigation can be secured through a condition granted.

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) / Climate change adaptation and mitigation from Green Infrastructure -The site is currently primarily hardstanding with habitat loss restricted to a small area of dense scrub and some scattered early successional vegetation and contains no statutory nature conservation sites; the Site is within the Impact Risk Zone of the Rochdale Canal SSSI and Hollinwood Branch Canal SSSI.

Impacts on these sites are unlikely as there are no direct links. The habitats and plant species recorded at the site are widespread and common throughout the UK and Greater Manchester.

The Site provides a small area of low quality bat foraging habitat and is unlikely to be used by significant numbers of foraging bats. The loss of or disturbance to the vegetation due to increased public use and lighting is predicted to have a negligible impact on the conservation status of bats in the local area and Greater Manchester.

Two nearby buildings could have features capable of supporting roosting bats and the nearby Rochdale Canal likely acts as a commuting and foraging route for bats. The brick walls at the site are generally in good condition and any crevice features present are considered to be too low and too well-lit for use by roosting bats.

Some areas of dense scrub provide suitable nesting habitat for a range of common bird species. The site is in the Greater Manchester Black Redstart Priority Area 2008. The Site is also considered to have only very limited foraging potential for black redstart and, therefore, is unlikely to form a key part of the foraging habitat for any local populations of black redstart. No features suitable for nesting black redstart were present.

There are opportunities to maintain and enhance the biodiversity on the site, and improve connectivity to adjacent habitats by providing 'ecological stepping stones' to link to green/blue infrastructure. The proposal would include green infrastructure including tree cover. This could secure ecological enhancement for both flora and fauna. Measures to mitigate habitat loss and improve biodiversity are included in the Ecology Report.

The applicant has confirmed that the planting strategy incorporates a variety of trees that are both native and non-native, with species that flower and bear berries in spring and autumn. Ground cover planting incorporates a variety of flowering herbaceous perennials and shrubs. Additional measures such as bar and bird boxes will be secured by a condition. These measures and careful selection of planting varieties would therefore result in a net gain in Biodiversity.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created at private resident's courtyard and terrace and public green space. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration. This would increase opportunities for habitat expansion leading to greater ecological value.

The inclusion of an ecologically sensitive lighting plan would aid excessive illumination of building roofs and the canal area during construction and operation. The impact during construction of noise and vibration on any roosting bats in buildings adjacent should be a condition.

The design of the public realm been aims to mitigate impacts on climate change as well as improving biodiversity. Soft landscaping can provide climate change benefits in its own right: carbon sequestration (CO2 offsetting) from the planting of new trees, a net 56 addition. planting and provision of public amenity space will support the Sustainable Drainage Systems (SuDS), by means of interception and transpiration. The increase of c.56 trees on the Site would increase shade within the local area and evapotranspiration from the trees and planting would also mitigate the urban heat island effect.

The Ecology report recommends that lighting should be sensitively designed to provide opportunities areas within the site for use by bats and moths.

Waste and Recycling - Each building would have a ground floor refuse store linked to the refuse chute. This would contain a colour coded tri-separator compaction machine to enable residents to recycle pre-sorted separate waste streams. The

refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments based a twice weekly collection.

The bins would be taken out a short time before the agreed collection and returned shortly after. The waste would be collected by a private contractor twice a week. The applicant has demonstrated how additional capacity could be provided within the basement if the collection was to revert to Manchester City Council.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) - 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 Rochdale Canal is 30m to the south east. The Canal and River Trust (CRT) confirmed that there are no records of the Rochdale Canal breaching in this area. However, they confirmed that there have been recorded events of overtopping of the section of the canal closest to site. The ground floor level of the development is set above the tow path level and it is unlikely that it would be affected by any overtopping. The Environment Agency Map of long-term flood risk from surface water indicates that there is a low risk of surface water flooding. The affected area would be developed and will either be part of the new roof area or ground floor courtyard. Both of these areas will be positively drained negating the risk of surface water flooding. The proposed levels on the Site suggest that runoff from some areas could pond adjacent to Brownsfield Mill. A gully would allow free drainage of this area, and measures to ensure that the neighbouring property is not affected will be included in the detailed design.

The is considered to be a greenfield site for drainage design. The proposed uses are appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. It is proposed that SUDS would be managed through attenuation storage in ground tanks with a flow control device. Flow rates would be aligned with the betterment requirements for the SRFA. The underlying soil is predominantly clay with low levels of permeability which could prevent the use of Suds infiltration techniques, but this will be investigated further through a condition. The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles.

Contaminated Land Issues – A Phase 2 Ground Investigation has been prepared based on desktop / published sources and on site sampling. Contaminants have been identified and remediation measures would be a condition.

Disabled access **–** The design has sought to avoid discrimination regardless of disability, age or gender by, wherever possible. This covers the access to and within the building and public realm.

The homes could be adapted to meet the changing needs of occupants over time, including those of older and disabled people. All homes and amenity spaces would be accessed via large passenger lifts. All circulation routes would have sufficiently clear widths to facilitate ease of movement for all users including wheelchairs and pushchairs. 49 (10%) homes could be upgraded to M4(2) Category 2: Accessible and adaptable dwellings and all are designed to be Part M for visitors. The public realm would have a minimum 1:20 gradient along all formal routes.

On site 24 hour management would be located adjacent to the entrance with good visibility for security, deliveries, and can assist visitors and residents if required. Vehicular 'drop-off' points would be provided on Port Street. These are incorporated into the landscape design located near the entrances for each Building.

10 parking spaces are designated as disabled sized 4.8 x 3.6m and would be located within the basement.

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

Airport Safeguarding - Given the scale of the development, the proposal has been considered with regards to any potential impacts on aerodrome safeguarding. Aerodrome safeguarding who have found no conflict with any safeguarding criteria.

Construction Management – Measures would be put in place to minimise the impact on local residents such as dust suppression, minimising 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.

Socio- Economic Impacts / Human Health - The development would create 601 full time equivalent jobs over the 2 build period plus jobs connected to additional supply chain expenditure. Total net GVA from the construction phase would generate around £28.5 million within the Manchester economy. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal. It is estimated that the construction phase could provide the opportunity for around 120 new trainee placements, over the construction period. An estimated 24 jobs would be supported on site on completion. This would create an estimated £1.12 million in GVA. These impacts would have a minor to moderate beneficial impact on the local economy.

Local expenditure would increase during the construction phase. On completion the site should accommodate up to 844 people. The expenditure by residents should have a positive economic impact and help to sustain the economic viability of local services and facilities. It is estimated that on completion the proposal would generate a net additional GVA of £1.12 million per annum in the Manchester economy and £0.88 million of Council Tax income per annum

No significant adverse socio-economic are expected during the Operational Phase and therefore no specific mitigation is required. Any additional mitigation required in relation to human health is dealt with elsewhere in this Report.

Cumulative Impacts would be minor at the Manchester level for the construction and operational phases.

Summary of Climate Change Mitigation / Biodiversity enhancement

Biodiversity and ecosystem services help us to adapt to and mitigate climate change and are a crucial part of our effort to combat climate change. Healthy ecosystems are more resilient to climate change and more 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 offer multiple benefits if its ecosystems are healthy.

The external amenity spaces, green roofs and wider public realm should improve biodiversity and enhance wildlife habitats that could link to established wildlife corridors between the Medlock Valley and the City Centre. The provision of bat boxes and bricks, bird boxes and final details of planting would be investigated through planning conditions.

Climate Change adaptation and mitigation and minimising embodied carbon have been central to the design development. Benchmarking of Embodied Carbon would inform the next stages of design and inform decisions about, building sub-structure, superstructure and façade and minimise construction waste.

As per the requirements of policy EN6 of the Core Strategy, 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 translates as a 9.12 % improvement over Part L 2013.

The majority of journeys should be by public transport and active modes, supporting the climate change and clean air policy. The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

The proposals would include measures which could 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:

- Seek to maximise social interaction amongst residents;
- Would create a destination for the local community within the ground floor commercial units and public realm;
- Promote regeneration in other areas of the City Centre and beyond;
- Not harm the natural environment and reduce carbon emissions through design. The local labour agreement would provide job opportunities for local people.

- Help to reduce crime with increased passive surveillance from active ground floor uses and overlooking from residents;

- improve linkages between the City Centre and increase the attractiveness of routes linking to Ancoats and New Islington for pedestrians;

- Provide access to services and facilities via sustainable transport;

- Not result in any adverse impacts on air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;

- Would not have a detrimental impact on protected species;

- Would regenerate previously developed land with limited ecological value in a highly efficient manner; and

- The public realm will bring a new place for people to gather in which to relax, socialise and enjoy.

Fire safety **-** It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. The Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control.

A number of queries raised by the HSE have been addressed. There are outstanding matters but these are issues that should be addressed through building control and are not land use planning issues that can be dealt with through the planning process. The applicant has responded to these comments and therefore 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 fire fighting and access of fire appliances are addressed in the Fire Safety Report. 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.

An informative is recommended that highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations to ensure that all matters relating to fire safety meet the relevant Regulations

Permitted Development **-**The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the

emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason. It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Response to Councillor Comments

Based on the applicant providing a contribution of £1,000,000 the profit margin would be 14.18% on GDV. This is below the threshold suggested by the government in the PPG for viability assessments, with a suggested profit margin of between 15% and 20% on GDV. Were the scheme to provide 20% affordable housing on site this would results in a profit margin of 6.4% on GDV.

Response to Objectors Comments

The majority of the comments are dealt with above however the following additional points should be noted:

- An analysis demonstrated that the increase in height of the tower from 31 to 34 storeys (8.5m) (c.6%) had no material effect on heritage, TVIA or residential amenity (i.e. daylight and overshadowing). This is required to support viability, including the affordable housing contribution. Since submission the design of the tower has been amended to reduce its footprint and increase the slenderness of its proportions.

- Design options considered a lower massing that would have occupied a much larger proportion of the site. This would have reduced open space and would not deliver the “marker” building envisaged in the SRF. Other options included variations on the two tower solution envisaged in the SRF.

- The Site is in the Piccadilly Basin (2016) SRF and is not in the Ancoats and New Islington NDF area. The design and access statement and landscaping strategy have considered the proposal in its wider context, including the Ancoats Conservation and Regeneration Areas to the north.

- The Piccadilly Basin SRF area is not in a conservation area. Since the announcement of HS2 the area around the Station has been identified as a key opportunity for more dense forms of development. This anticipated level of growth is guided by the Manchester Piccadilly HS2 SRF (2018), including this site and the proximity of the land identified within the frameworks must take advantage of this. The area comprises strategically located brownfield land close the City Centre core with public transport nearby. This is true for the proposed site which is suitable for developments of the proposed scale.

- All views were selected using appropriate and up-to-date guidance. The study area was established at 250m, which is considered to be proportionate due to

the dense city centre to the west. 3 additional views have been modelled and assessed and show the full height of the tower.

- The proposal would not be seen form the north-east end of Newton Street in the context of the elevation/setting of the Grade II Wentworth. As there would be no visual impact on The Wentworth, the view was not chosen.

- Rights of light are not a planning issue and there is no right to a view.

- The viability assessment has been independently assessed and verified and is robust and sound.

- The 400m radius of the site used for the Wind Study is the UK industry standard for capturing local features which might be affected by the development.

- It is expected that there will be a net reduction of 106 vehicle trips per day compared to the existing car park and car journeys would be reduced.

- Highways have confirmed that the proposal is unlikely to generate a significant increase in vehicular trips and they do not raise any network capacity concerns. The proposals have been reviewed by independent road safety audit and in relation to the loading bay/cycleway conflict issue raised by TfGM, no concerns were raised in the audit.

- The quality of materials reflects that of many recent city centre buildings. The contractor has a track record in delivering the highest quality.

- The proposal includes two commercial units on the lower levels, facing Great Ancoats Street and Port Street and could include retail, restaurant or similar uses providing amenity to residents and local community. There is a wide range of amenity nearby.

- There is no policy requirement for a development of this nature to demonstrate that the public benefits could only flow from this scheme.

- Whilst additional information was uploaded to the portal on 4th and 10th May this only related to updated landscaping plans and minor changes to the building footprint to reduce its bulk. Renotification requirements in relation to changes which are not made under Regulation 25 of the EIA Regulations (2017) are at the Local Planning Authorities discretion and given the minor nature of the changes and the amount of previous notification it was not considered necessary to carry out a 2nd renotification exercise.

- The form of future developments will not be known until any planning application is submitted and as such it is not possible to model cumulative impacts of unknown developments.

- There is no discrepancy between the Port Street plans and the GA Elevation SW plans and the trees shown are the extent that are deliverable given below ground services which have been investigated.

- The sunlight and daylight assessment has carried out in accordance with the BRE Guidance. This states that sunlight in spaces between buildings is important and recommends that the availability of sunlight should be checked for spaces where people might dwell such as parks, playing fields, gardens and childrens' playgrounds. The use of a school entrance is transient and is not a space where pupils will dwell for any significant time.

- The development has a residents' gym and green private and public space. The would ultimately enhance connections to Ancoats and New Islington, encouraging walking, and connect to other walking and cycling routes, such as the canal towpaths and the Bee network. The development has undergone a full viability assessment which allows for significant contributions to affordable housing in the area. It is not viable for the scheme to also provide contributions to sports facilities.

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. This is in an important site in the Piccadilly Basin and HS2 SRF Areas which is suitable for a high density development. The 481 homes proposed would contribute 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 landmark development at an important junction which would define 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. It 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, a review of the viability at a later stage and significant public realm improvements which would promote pedestrian and cycle movements.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, 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 conservation areas with the level of harm being considered less than substantial and 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 preserving or enhancing the character of the adjacent conservation areas as required by virtue of the Listed Buildings Act, that the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 189, 197, 199, 201 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 10376-SHP-Z0-A-B5D8-G100-XP-XX-001 and 10376-SHP-Z0-A-B5D8-G100-XP-XX-002 and Site Wide Reference Plan 10376-SHP-Z0-A-B5D8-G100-PL-XX-001;

b) 10376-SHP-Z0-A-B5D8-G200-PL-B1-001 Rev P02, 10376-SHP-Z0-A-B5D8-G200-PL-00-001 Rev P02, 10376-SHP-Z0-A-B5D8-G200-PL-TY-001 Rev P02, 10376-SHP-Z0-A-B5D8-G200-PL-07-001 RevP02, 10376-SHP-Z0-A-B5D8-G200-PL-08-001 RevP02, 10376-SHP-Z0-A-B5D8-G200-PL-09-001 Rev P02, 10376-SHP-Z0-A-B5D8-G200-PL-10-001 RevP02, 10376-SHP-Z0-A-B5D8-G200-PL-TY-002 Rev P03, 10376-SHP-Z0-A-B5D8-G200-PL-31-001 RevP02, 10376-SHP-Z0-A-B5D8-G200-PL-TY-003 Rev P03, 10376-SHP-Z0-A-B5D8-G200-PL-RF-001 Rev P02, 10376-SHP-Z0-A-B5D8-G200-PL-RF-002 Rev P02, 10376-SHP-Z0-A-B5D8-G200-EL-EE-001 Rev P03, 10376-SHP-Z0-A-B5D8-G200-EL-EN-001 Rev P03, 10376-SHP-Z0-A-B5D8-G200-EL-ES-001 Rev P03, 10376-SHP-Z0-A-B5D8-G200-EL-EW-001 Rev P03, 10376-SHP-Z0-A-B5D8-G200-SE-AA-001 Rev P03, 10376-SHP-Z0-A-B5D8-G200-SE-BB-001 Rev P03, 10376-SHP-Z0-A-B5D8-G200-SE-CC-001 Rev P03, 10376-SHP-Z0-A-B5D8-G200-SE-DD-001 Rev P03, 10376-SHP-Z0-A-B5D8-G200-SE-EE-001 Rev P03, 10376-SHP-Z0-A-B5D8-G251-DE-XX-001 Rev P02, 10376-SHP-Z0-A-B5D8-G251-DE-XX-002 Rev P02, 10376-SHP-Z0-A-B5D8-G251-DE-XX-003 Rev P03, 10376-SHP-Z0-A-B5D8-G251-DE-XX-004 Rev P03, 10376-SHP-Z0-A-B5D8-G251-DE-XX-005 RevP02, 10376-SHP-Z0-A-B5D8-G251-DE-XX-006 Rev P02, 10376-SHP-Z0-A-B5D8-G251-DE-XX-007 RevP02, 10376-SHP-Z0-A-B5D8-G251-DE-XX-008 RevP02, 10376-SHP-Z0-A-B5D8-G251-DE-XX-009 Rev P03, 10376-SHP-Z0-A-B5D8-G251-DE-XX-010 RevP03; and, 10376-SHP-Z0-A-B5D8-G251-DE-XX-011 Rev P03

(c) Port Street, Manchester Landscape Strategy by Reform stamped as received on 13-12-21 as amended by the Landscape Strategy 0894-RFM-XX-ZZ-RP-L-0001-S2 P04 stamped as received on 10-05-22;

(d) Port Street, Manchester, Waste Management Strategy, by Curtins Ref: 79165-CUR-00-XX-RP-TP-003 Revision: V02, Dated: 12 November 2021 stamped as

received on 13-12-21 (on the basis of twice weekly collections subject to condition 3) and Dwg 10376-SHP-Z0-A-G100-SK-B1-002 Rev PO1 (condition 3);

(e) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Statement Version B 04/02/2022 stamped as received on 04-02-22;

(f) Accommodation Schedule within Section 6.5 of Design and Access Statement 13-12-2021 by simpsonhaugh stamped as received on 13-12-21 as amended by Deloittes Cover Letter dated 03-05-22 stamped as received on 15-07-22 ;

(g) Section 8 of the Design and Access Statement 13-12-2021 by simpsonhaugh stamped as received on 13-12-21;

(h) Archaeological Desk-Based Assessment Port Street, Ancoats, Manchester Client: Manchester (Port Street) Ltd, Technical Report:
Natalie Poundall Report No: 2021/66 by University of Salford, stamped as received on 13-12-22;

(i) Inclusions of measures and targets set out in Affinity Living, Port Street, Manchester Energy Statement by Futureserv dated November 2021 and AFFINITY LIVING, PORT STREET, Sustainability Statement by WSP dated Deceomebr 2021 and ES Climate Change Chapter (6) all stamped as received on 13-12-21;

(j) Broadband Connectivity Assessment, Port Street, Sept 2021 by Pager Power stamped as received on 13-12-21;

(k) Fire Statement - FS 001.1, Project: Port Street, Ancoats, Subject: Fire Statement Date: 23 November 2021 stamped as received on 13-12-21 as amended by Deloittes MCC Consulations Responses Table 31-03-22 and e-mail Response to HSE dated 11-05-22;

(l) Port Street, Manchester, Manchester (Port Street), Limited, AIR QUALITYASSESSMENT, REVISION 01 - 12 NOVEMBER 2021 by Hoare Lee stamped as received on 13-12-21;

(m) FLOOD RISK ASSESSMENT AND DRAINAGE STRATEGY REPORT 84548-PORT-WSP-RP-FRA-001 by WSP November 2021 stamped as received on 13-12-21;

(n) Television Baseline Survey Report, Port Street, Manchester (Port Street) Ltd, November 2021 by Pager Power, stamped as received on 13-12-21;

(o) MANCHESTER (PORT STREET) LTD, PORT STREET, MANCHESTER CITY CENTRE, EXTENDED PHASE 1 HABITAT SURVEYby Penny Anderson Associates May 2021;

(p) Affinity Living, Port Street, Manchester, Ventilation Statement by Futureserve dated November 2021 stamped as received on 13-12-21;

(q) PORT STREET, MANCHESTER Interpretative Ground Investigation Report by WSP REF. NO. 70084785-WSP-GEO-IGR-001
DATE: NOVEMBER 2021 stamped as received on 13-12-21;

(r) Port Street, Manchester, Transport Statement by Curtins Ref: 79165-CUR-00-XX-RP-TP-001, Revision: V01 Issue Date: 12 November 2021 and Port Street, Manchester, Interim Travel Plan, by Curtins Ref: 79165-CUR-00-XX-RP-TP-002, Revision: V02 Issue Date: 12 November 2021 both stamped as received on 13-12-21 and Port Street, Manchester, Stage 1 Road Safety Audit, Response Report, by Curtins Ref: 079165-CUR-XX-XX-RP-TP-005, Revision: P01 Dated: 26 April 2022, Dwg 79165-CUR-00-XX-DR-TP-75001 P09 Access Arrangements and PORT STREET, MANCHESTER Stage 1 Road Safety Audit April 2022 AJ-PF-22-3708-RSA1 all stamped as received on 04-05-22 and Deloitte's e-mail 09-05-22 in relation to the cycle lane;

(s) Heritage Statement Manchester (Port Street) Ltd November 2021 by Stephen Levrant Heritage Architecture Ltd stamped as received on the 13-12-21 and Addendum April 2022 stamped as received on 14-04-22;

(t) Port Street Manchester Environmental Noise Study December 2021 Report Reference: PR0665-REP01A-MPF by Fisher Acoustics , stamped as received on 13-12-21;

(u) ES Volume 1 Main Text:

Chapter 1 Introduction
Chapter 2 Environmental Impact Assessment Methodology
Chapter 3 Alternatives and Design Evolution
Chapter 4 Site, Surroundings and Description of Proposals
Chapter 5 Construction Management and Phasing
Chapter 6 Climate Change
Chapter 7 Daylight, Sunlight and Overshadowing
Chapter 8 Heritage
Chapter 9 Human Health
Chapter 10 Noise and Vibration
Chapter 11 Socio Economic Impact
Chapter 12 Townscape and Visual Impact
Chapter 13 Wind Microclimate
Chapter 14. Summary of Residual Impacts
Chapter 15. Type 1 Cumulative Impacts

(v) ES Volume 2 List of Appendices
Chapter 2: Environmental Impact Assessment Methodology
Appendix 2.1 - ES Scoping Report
Appenidx 2.2 - Committed Developments
Appendix 2.3 - ES Scoping Opinion

Chapter 7: Daylight, Sunlight and Overshadowing
Appendix 7.1 - Drawings of the Baseline and Proposed Scenario;
Appendix 7.2 - Daylight and Sunlight Results for Baseline v Proposed;

Appendix 7.3 - Drawings of the Piccadilly Basin Strategic Regeneration Framework massing; and
Appendix 7.4 - Daylight and Sunlight results for the Piccadilly Basin Strategic Regeneration Framework massing.

Chapter 8: Heritage
Appendix 8.1 - Heritage Statement

Chapter 10: Noise
Appendix 10.1 - Acoustic Report

Chapter 11: Socio-Economic
Appendix 11.1 - Socio-economic baseline assessment
Appendix 11.2 - Socio-economic Recpetor Plan

Chapter 12: Townscape and Visual Impact
Appendix 12.1 - Figures
Appendix 12.2 - TVA Assessment Methodology
Appendix 12.3 - Methodology for producting views and photomontages
Appendix 12.4 - Committed Developments
Appendix 12.5 - Accurate Visual Representations

Chapter 13: Wind Microclimate
Appendix 13.1 - Wind Microclimate Detailed Methodology

(w) ES Volume 3 -Non Technical Summary

all stamped as received on 13-12-21;

(x) ES Addendum

Addendum report, Town and Visual Impact Assessment, prepared by Reform

Addendum report, Heritage, prepared by Stephen Levrant Heritage Architecture

ES Figures

all stamped as received on 14 04 22; and

(y) Points on EV Charging provision set out in Deloittes Response to Consultion comments Document May 2022

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) Facilities for the storage and disposal of waste shall be provided in accordance with Port Street, Manchester, Waste Management Strategy, by Curtins Ref: 79165-

CUR-00-XX-RP-TP-003 Revision: V02, Dated: 12 November 2021 stamped as received on 13-12-21

The waste management strategy shall include provision for a twice weekly refuse collection to be undertaken by a private waste collector only. It shall be implemented in full and shall remain in situ whilst the development is in operation.

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

4) (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:

*hand sized 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) Prior to above ground development 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.

5) Prior to occupation of the development a servicing strategy for the building, shall be submitted to and approved in writing by the local planning authority.

Servicing shall be carried out in accordance with the approved strategy plan.

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

6) Nothwithstanding the documents detailed in condition 2:

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

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

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

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

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

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

7) No development shall take place until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority

The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

*Display of an emergency 24 hour contact number;
*Method of preventing mud being carried onto the highway;
*Dust suppression Methodology;
*Compound locations where relevant;
* Highway Dilapidation survey;
*Details of any necessary temporary traffic management measures;
*Location, removal and recycling of waste and loading/unloading and storage of plant, waste and construction materials;
*Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
*Routes for construction traffic including swept path analysis;
*A method statement to protect the Rochdale Canal from accidental spillages, dust and debris in consultation with the Canal and Rivers Trust
*Parking of construction vehicles and staff;
*Sheeting over of construction vehicles;
*Measures to protect vulnerable road users (cyclists and pedestrians); and
*Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.
*A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the
development;
* steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway;
*details of the environmental pollution incident emergency response;
* measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the canal

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

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

1. A phased programme and methodology of investigation and recording to include:
- archaeological evaluation trenching;

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

Reason: In accordance with NPPF Section16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

9) Prior to the commencement of development a programme for submission of final details of the public realm works and highway works as shown in the Port Street, Manchester Landscape Strategy by Reform stamped as received on 13-12-21 as amended by the Landscape Strategy 0894-RFM-XX-ZZ-RP-L-0001-S2 P04 stamped as received on 10-05-22

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.

For the avoidance of doubt the development should be delivered in accordance with the approved programme and should not be occupied unless or until the public realm works are completed.

(a) Details of hours during which the terrace at 7th 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) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, where detailed design allows bat boxes and brick, bird boxes and areas of sensitively designed lighting provide opportunities areas within the site for use by bats and moths to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site;

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

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

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

(g)Details of natural play equipment provision;

(h) Lighting around and within the site (which includes for consideration of older and disabled people) and any biodiversity features installed for bats); ;

(i) Details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages with Piccadilly Station, the Metrolink and other adjacent Neighbourhoods (which includes consideration of older and disabled people);

(j) A management and maintenance strategy for the public realm including hours during which these areas would be open to non residents, how access to these areas would be managed in the longer term including triggers for removal of the gated access (based on future development plots being delivered) and who would be responsible for the day to day management and maintenance of these areas including ensuring ongoing maintenance of provision of access for disabled people; and

(k) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; location of rumble strips; location of raised crossings;design and location of any pop up power supplies; provision of clear routes to ensure unrestricted access for all; and

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

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

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

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section

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

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

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

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

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

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

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

*Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

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

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

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

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

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

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

12) The development hereby approved shall be carried out in accordance with the targets set out within the Affinity Living, Port Street, Manchester Energy Statement by Futureserv dated November 2021, and AFFINITY LIVING, PORT STREET, Sustainability Statement by WSP dated December 2021, and, ES Climate Change Chapter (6), all stamped as received on 13-12-21. A post construction statement shall be submitted within 12 months of occupation of the development.

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.

13) Prior to above ground works, a feasibility study considering the measures detailed in tables 6.22 and 6.23 contained within the ES Climate Change Chapter (6), will be submitted for approval to the local authority. A post construction statement shall be submitted within 12 months of occupation of the development.

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

14) 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.

15) Prior to occupation of

(a) The residential accommodation; and

(bThe ground floor commercial units

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.

16) Notwithstanding the recommendations within the Port Street Manchester Environmental Noise Study December 2021 Report Reference: PR0665-REP01A-MPF by Fisher Acoustics , stamped as received on 13-12-21 , before the facade is installed 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 including the specification for service risers /lift shafts; details of the MVHR system (plan, intake/extract points, silencers, operational noise levels) and details of the performance of the glazing.

The approved noise insulation scheme 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

(b) 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.

17) Notwithstanding the recommendation within Port Street Manchester Environmental Noise Study December 2021 Report Reference: PR0665-REP01A-MPF by Fisher Acoustics , stamped as received on 13-12-21 before the operation of each ground floor commercial unit commences a scheme for acoustically insulating each unit to ensure that there is no unacceptable level of noise transfer from these units to the residential accommodation above or any unacceptable noise break out shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

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

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

19) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within each ground floor commercial unit shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. The details of the approved scheme shall be implemented prior to occupancy of each unit and shall remain in situ whilst the use or development is in operation.

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

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

20) (a) The ground floor commercial units shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each unit has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

21) Notwithstanding the Television Baseline Survey Report, Port Street, Manchester (Port Street) Ltd, November 2021 by Pager Power, stamped as received on 13-12-21; if following commencement of construction of the hereby approved development, any interference complaint received by the Local Planning Authority shall be investigated to identify whether the reported television interference is caused by the Development hereby permitted. The Local Planning Authority will inform the developer of the television interference complaint received. Once notified, the developer shall instruct a suitably qualified person to investigate the interference complaint within 6 weeks and notify the Local Planning Authority of the results and the proposed mitigation solution. If the interference is deemed to have been caused by the Development, hereby permitted mitigation will be installed as soon as reasonably practicable but no later than 3 months from submission of the initial investigation to the Local Planning Authority. No action shall be required in relation to

television interference complaints after the date 12 months from the completion of development.

Reason - To ensure terrestrial television services are maintained In the interest of residential amenity, as specified in Core Strategy Polices DM1 and SP1

22) 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).

23) 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

24) 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.

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

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

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

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

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

26) The development hereby approved shall be carried out in accordance with the Port Street, Manchester, Interim Travel Plan, by Curtins Ref: 79165-CUR-00-XX-RP-TP-002, Revision: V02 Issue Date: 12 November 2021

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 Victoria Station, the Metrolink, the City Centre and areas towards the Victoria North and Great Ducie Street ;
vii) details of cycle parking within the public realm

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.

27) 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.

28) 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.

29) 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.

30) 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.

31) 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

32) The window(s) at ground level, fronting onto Port Street, Great Ancoats Street and facing the public realm 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.

33) 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

34) 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 for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.
This shall include the following:

(a)Details of the loading bay/ taxi drop off
(b)loading bay/cycle lane arrangements
(c)Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing,

lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points; and
(d)Amendments to the existing TROs and bus stop locations / routes;

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).

35) The development shall be carried out in accordance with the Crime Impact Statement Version B: 25th November 2021; The development shall only be carried out in accordance with these approved details and within 12 months of completion, the applicant will confirm in writing to the Council as local planning authority that the development has achieved Secure 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

36) 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.

37) In the event that any of the commercial units, as indicated on drawing10376-SHP-Z0-A-B5D8-G200-PL-00-001 P02 are occupied as an restaurant (Class E) or Drinking Establishment (Sui Generis) use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

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

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

*Details of a Dispersal Procedure

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

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

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

38) No doors (other than those designated as fire exits and ground floor bin store shown on plan 10376-SHP-Z0-A-B5D8-G200-PL-00-01) shall open outwards onto adjacent public highway.

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

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

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

40) Prior to the first occupation of the residential element the 485 cycle parking spaces shall be fully implemented as shown in dwg 10376-SHP-Z0-A-B5D8-G200-PL-B1-001 P02

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

41) In relation to relation to site layout, water supplies for firefighting purposes and access for fire appliances, the development shall be implemented in accordance with the Fire Safety Measures set out in the Fire Statement - FS 001.1, Project: Port Street, Ancoats, Subject: Fire Statement Date: 23 November 2021 stamped as received on 13-12-21 as amended by Deloittes MCC Consulations Responses Table 31-03-22 and e-mail Response to HSE dated 11-05-22 (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.

42) Before development commences final details of the wind mitigation to the level 7 terraces and public realm shown in dwgs 10376-SHP-Z0-A-B5D8-G200-PL-07-001 Rev PO2 and Landscape Strategy 0894-RFM-XX-ZZ-RP-L-0001-S2 P04 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).

Informatives

1) The applicant is advised that part of the application site is located within land that may be required to construct and/or operate Phase 2b of a high-speed rail line from Crewe to Manchester, known as High Speed Two. Powers to construct and operate High Speed Two are to be sought by promoting a hybrid Bill in Parliament in early 2022 and as a result the site may be compulsorily purchased. In addition, as the HS2 project is not yet at a detailed design stage the applicant is advised to closely follow ongoing progress of the HS2 programme. More information can be found at: https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.hs2.org.uk%2Fin-your-area%2Flocal-community-webpages%2Fwestern-leg%2F.%25E2%2580%259D&data=04%7C01%7Cplanning%40manchester.gov.uk%7Cc84dd8115d0a403479ac08d9d1220ab3%7Cb0ce7d5e81cd47fb94f7276c626b7b09%7C0%7C1%7C637770766410629262%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000&sdata=teGsvEqwOMBxfkXnsEtMRYplhsV9EJ5hztRRrMDZ0UM%3D&reserved=0

2) 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

3) 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

4) 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.

5) 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.

6) 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.

7) 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

8) 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

9) The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please
see: https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Cranenotification/

10) Generator: The routine maintenance and servicing of the now proposed internal emergency generator shall be confined to Monday to Friday 08:00 to 18:00 hours.

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

12) 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: 132489/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national

planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Planning Casework Unit
Sport England
City Centre Renegeration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Strategic Development Team
Oliver West (Sustainable Travel)
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Civil Aviation Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
High Speed Two (HS2) Limited
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Highway Services
Environmental Health
Corporate Property
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
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
High Speed Two (HS2) Limited
Natural England
Civil Aviation Authority
National Air Traffic Safety (NATS)

Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Sport England
Planning Casework Unit

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

Representations were received from the following third parties:

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


Legend
Site Location
Neighbour notified
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1:5,750