

Application Number	Date of Appln	Committee	Ward
135675/FO/2022	5 Dec 2022	Date 1 June 2023	Piccadilly Ward

Proposal Erection of two residential apartment buildings (Use Class C3) comprising Block 1 -part 9, part 10 and Block 2- 12 storey building (comprising of 261 dwellings in total), with ground floor commercial units (Use Class E), associated residents amenity space, cycle parking, landscaping, access, street loading and other associated works following demolition of the existing building on site

Location Tariff Street, Manchester

Applicant Axis Real Estate and Marco Living 2 Ltd

Agent Vanessa Rowell, Avison Young

Executive Summary

The proposal is for 261 homes in 2 Blocks one part 9, part 10 and one 12 storeys with ground floor commercial units, external private space and public realm. 4 parking bays for disabled people would be provided on Tariff Street adjacent to the entrances to each block.

30 letters have been received from 3 rounds of neighbour notification from a total 24. objectors. The objections relate to design, heritage, amenity, servicing, sunlight and daylight, wind impacts on external spaces, highways, non-compliance with the Piccadilly Basin SRF.

Principle of the proposal and the schemes contribution to regeneration: The development is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. This is a highly sustainable brownfield site, close to public transport and walking and cycling routes. 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, deliver active street frontages and the public realm would include tree planting and private external space for residents. The building would have high levels of sustainability, being low carbon with measures to manage surface water drainage and improve biodiversity.

Economic Benefits: The development would create employment during construction and permanent employment in building management and commercial uses.

The development would create 721 direct and 101 indirect job opportunities over the 2 year build period plus jobs connected to the supply chain. Total net GVA during construction would be around £14 million. This would create an estimated £1.12 million in GVA. 261 new homes would accommodate up to 740 residents who would spend around £1.31m per annum locally. Council tax revenue is estimated to be £0.5 million per annum.

Social Benefits: A local labour agreement would ensure that Manchester residents are prioritised for construction jobs, public realm improvements would improve legibility and activity on all sides of the site benefiting residents and visitors.

Environmental Benefits: This would be a low carbon development in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are not complex or unusual and drainage aims to minimise surface water runoff. The height, scale and appearance would respect the setting of adjacent listed buildings and conservation areas. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

Heritage: Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 199, 200, 202 and 203 of the NPPF and sections 66 and 72 of the Planning (Listed Building and Conservation Areas) Act 1990. A viability report forms part of a balanced judgement required by the above sections of the NPPF and is a material planning consideration.

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

A full report is attached below for Member's consideration.

DESCRIPTION OF THE SITE

The site is 0.31 hectares and bounded by Port Street, Tariff Street and 2 surface car parks. It is irregular in shape, mostly comprises hardstanding with some self-seeded vegetation and is used as a car park. There is a two storey derelict building at the north east corner which has been fire damaged and vandalised. This abuts and is joined to an adjacent building on third party land known as Sam's Yard.

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.

The site is close to 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.



View from Port St



View from Tariff St

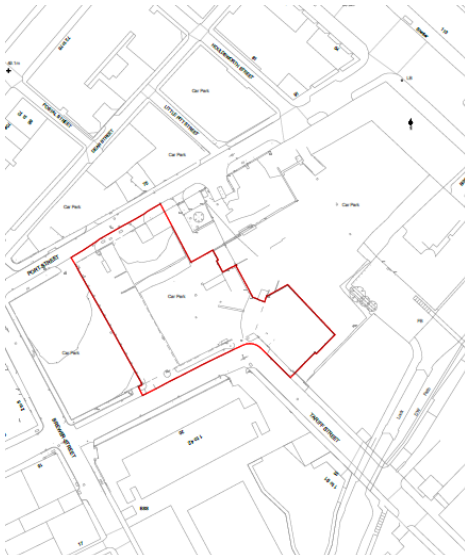


View from Trinity Way / Great Ancoats Street

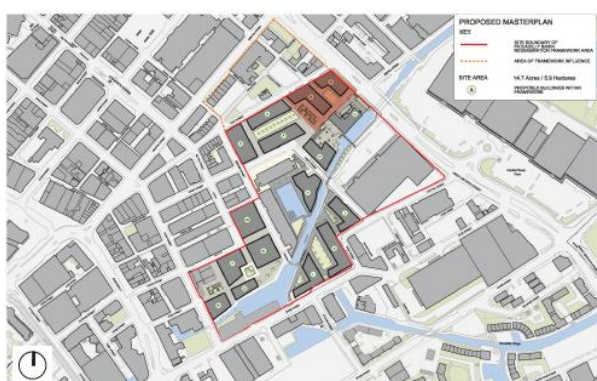


View from Brewer St

Images of site



Site location, appearance and context



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 buildings 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. Permission was granted recently for a part-33, part-11, part 9, part 7 storey residential building on Port Street (132489/FO/2021) referred to in this Report as One Port Street.

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 with 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 buildings around the application site are a mix of massive cotton spinning mills, adjacent to the Rochdale Canal and some lower level Georgian buildings. Beyond these are more modest scale warehouses. Building heights vary between 3 to 15 storeys. The 6 storey Jackson's Warehouse and Brownsfield Mill sit alongside the recently completed 11 storey Burlington House. Oxid House (13 storeys) and Astley (9-15 storeys) developments on Great Ancoats Street have established a city scale along this side of Great Ancoats Street.

The Inner Relief Road is nearby, and the site is close to Piccadilly Station. There are bus routes on Great Ancoats Street and at Piccadilly Gardens Bus Interchange. There is a multi-storey car park at the Urban Exchange.

The closest residential properties to the site are at Brownsfield Mill (Great Ancoats Street / Rochdale Canal), Jackson's Warehouse (Tariff Street), Burlington House (Tariff Street), Wentwood Buildings (Newton Street) and The Astley (Great Ancoats Street).

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).

The Tariff Street part of the site is 1m lower than Port Street.

DESCRIPTION OF DEVELOPMENT

Permission is sought for the erection of two residential buildings (Use Class C3) comprising Block 1 (part 9/ part 10 storeys) and Block 2 (12 storeys) which would provide 261 homes. Each block would be set above a lower ground level which would be below the level of Port Street (Block 1) and sunken partially below Tariff Street (Block 2). There would be a ground floor commercial unit (Use Class E) within each block. The development would contain resident's amenity space and areas of public realm.



Block 1 would have 205 apartments with 57 one bed (28%), 135 two bed (66%) and 13 three bed (6%). Block 2 would have 56 apartments with 19 one bed (34%), 36 two bed (64%) and 1 three bed (2%). The overall mix would be 29% 1 bed, 66% 2 bed and 5% 3 bed. The commercial units in Blocks A and B would front Tariff Street and be 95sqm and 90 sqm respectively. A 2 storey building facing Port Street and other on site structures would be demolished.



Lower Ground Layout



Ground Floor Layout

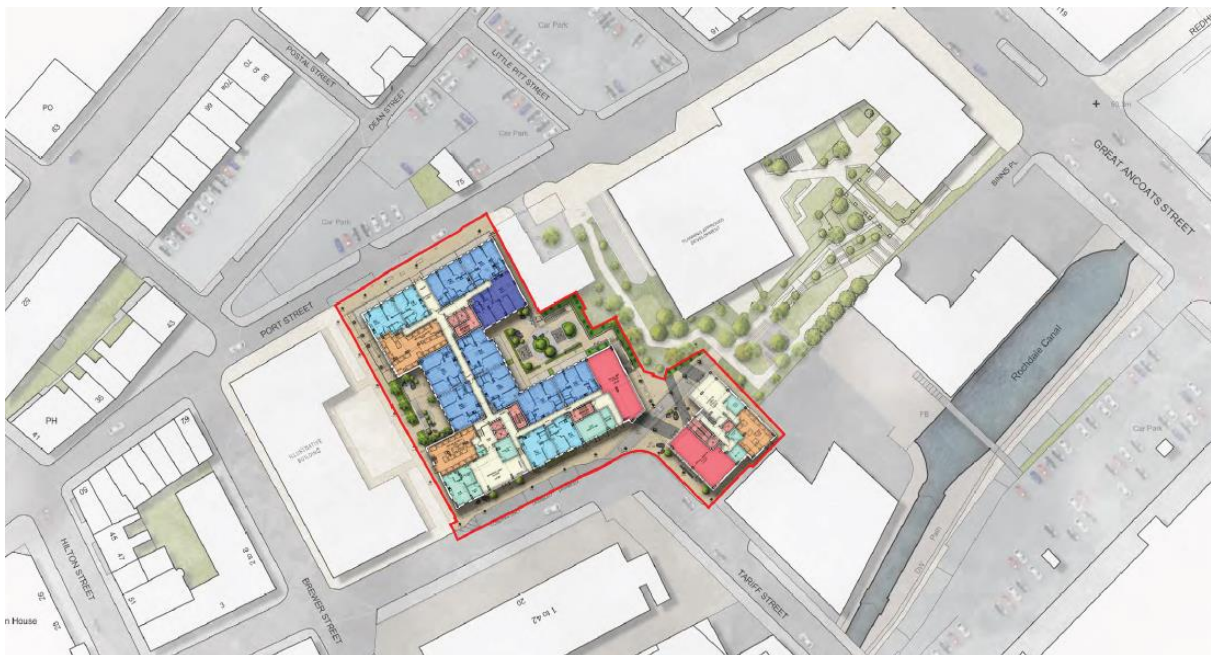
261 cycle parking spaces would be provided in cycle stores on the lower ground level of each building.

Parts of the ground floor in Block 1 would be on 2 levels as there is a 1m level change across this part of the site. Secure gates would ensure that only residents have access to the private courtyard and access to Block 1. The entrance would be at the Western end of Tariff Street. There would be a reception/concierge, post room, staff rooms on the ground floor behind a large, glazed street frontage, and ancillary back of house facilities including a refuse store. There would be an area of PVs at 9th

floor level and an amenity level for residents on level 10 which would include a range of the following: gym, residents lounge, co working space. These amenity uses would spill out onto the roof for external amenity areas in three different parts of the roof.

Block 2 would have a half basement. The ground floor would have an entrance from facing the public realm accessed off Tariff Street, amenity space for residents and ancillary back of house accommodation including a refuse store. Residents of Block 2 would have access to a roof terrace at level 12. There would be PVs at roof level.

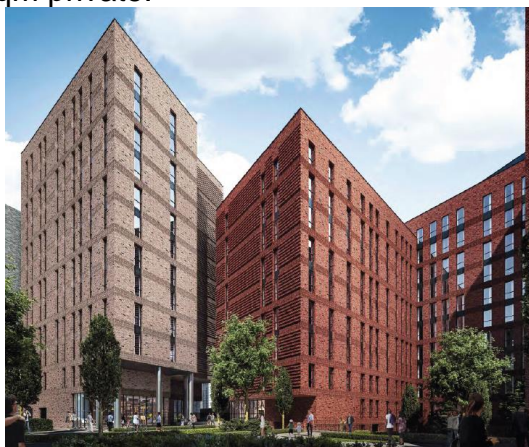
The maximum height of Block 1 would be 30.6m and of Block 2 38.1m above ground level (reduced from 31.8m for Block 1 and 40.7m for Block 2 since submission).



Site Plan

Plan showing areas of landscaping and links to adjacent scheme

Private and public hard and soft landscaped areas would link Port Street and Great Ancoats Street to routes through the canal basin, with 606 sqm being public and 412 sqm private.



Illustrative CGI - Public Realm Looking Towards Block 1's Courtyard and Block 2's Entrance



Refuse and general servicing would take place from Port Street and Tariff Street. A layby is proposed on Tariff Street for deliveries and servicing which would also act as a taxi drop off.

The scale, massing and materials would respond to the historic mills and new developments, and to traditional construction techniques and detailing. The façade materials would be a mix of brick and anodised aluminium panels and glazing. Block 1 would be in a red brick and Block 2 in buff brick.

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. Overheating would be dealt with by boosting the MVHR units and opening the windows when required. Ventilation would be provided through vents in the head of the window openings. Waste heat would be recycled to improve energy efficiency.

26 (10%) of the residences would be adaptable for disabled residents.

The public realm includes 30 trees, including 8 street trees. The space would be fully managed and maintained by the applicant.

A service layby and 4 on street disabled parking bays would also be provided on Tariff Street.

The footpaths would remain at approx. 3.4m on Port Street and increase on Tariff Street to between 4.3 and 3.28m

The homes are intended to be delivered as a BTR product.

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

Internal refuse stores for the residential accommodation 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. On collection day the management company would move the bins to a collection area. Waste would be segregated in each apartment. Residents would take their waste to the internal bin storage areas. Refuse storage for the commercial units would be within each unit.

The planning applications is supported by the following information: - Drawings; - Landscape Plans; Planning Statement; Tall Building Statement, Statement of Community Involvement, Design and Access Statement (including Servicing Strategy) Heritage Statement (and addendum), Waste Management Strategy), Sunlight and Daylight Report, Wind Study, Visual Impact Assessment; Crime Impact Statement; Travel Plan; Transport Statement; Ecology Report (including Bat Activity Survey Report); Energy Standards Statement, Broadband Connectivity Statement; Flood Risk Assessment including Drainage and Suds Strategy; Fire Strategy/ Safety

Assessment; Noise Statement; Air Quality Assessment; TV Reception Survey; Archaeological Assessment; Ground conditions Report; Circular Economy Statement and Viability Report.

CONSULTATIONS

Publicity – The occupiers of adjacent premises have been notified and they have been advertised in the local press as a major development, affecting the setting of a listed building, affecting a public right of way and a public interest development. Site notices have been placed adjacent to the site and the occupiers of adjacent premises have been notified.

30 letters have been received from 3 rounds of neighbour notification from a total 24 objectors. The objections relate to design, heritage, amenity, servicing, sunlight and daylight, wind impacts on external spaces, highways, non-compliance with the Piccadilly Basin SRF.

In summary the objections concern the design and impact on heritage assets, impacts on amenity, servicing and highways impacts, the non-compliance with the Piccadilly Basin SRF and sunlight and daylight impacts.

Many objectors do not object to the principle of development just the form proposed. The objections are summarised below:

Design and Heritage

- The design of the buildings would be unattractive;
- The difference in the protections afforded to historic (grade II listed) buildings between the Piccadilly Basin SRF and the Former Central Retail Park SRF is scandalous given their proximity (only separated by Great Ancoats Street) and similar importance of the historic buildings in the area;
- The sightline of the grade 2* listed Brownsfield Mill(AVRO) from the Northern Quarter up Tariff street will be destroyed. The replacement view will be of a dull uninspired building of zero architectural merit (block2);
- Block 1's footprint should extend to Brewer Street to provide a comprehensive scheme fronting Port Street, Brewer Street and Tariff Street and backing onto the Affinity Living Scheme;
- If Block 2 is built, it will completely block south-western (city centre) views of Avro which is a grade II* listed building. Block 2 will cause considerable harm to its setting and its relationship with the Northern Quarter. The inclusion of Block 2 will sever this historic relationship (depicted in figure 3.12 of the applications heritage statement), leaving the listed mill completely isolated. In accordance with the 1990 (Planning Listed Building and Conservation Areas) Act, 'great weight' should be afforded to the setting of listed buildings, with greater weight being applied to high grade buildings. The Act goes on to state that where harm can be avoided, the LPAs should require developers to minimise and avoid such harm. The current application, specifically the erection of Block 2, will result in some clear and avoidable harm, which goes against the requirements embodied within the NPPF and policy

EN3(Manchester City Council core strategy 2012) this should be taken into due consideration at planning committee;

- The impact on the Grade 2* Brownsfield (Avro) is significant rather than the underplayed impact presented by the applicant;
- Yet another development of unimaginative and boring buildings in what used to be an area of character, with a high level of owner occupiers who care about their buildings and their environment;
- The Heritage Report states that 'considerable importance and weight' should be given to the setting of listed buildings. The report suggests that the level of harm to Brownsfield Mill is 'less than substantial', but no rationale is given. I suggest that it is substantial. This is a matter of judgement. It would be easier to judge this matter if views from the western portion of Tariff St had been included in the design and access statement, e.g. the view from the Tariff Street / Dale St junction. It seems to me that the Mill would be hidden by the second block. At the very least, the committee should be provided with views of what Tariff St would look like from viewpoints on its western portion, looking east, before making a decision. At the moment, a major contribution to the historic character of Tariff St is the fact that its western portion is dominated by views of Brownsfield Mill. I suggest that the character of this street would be very significantly changed by the erection of the second block.
- There is no Baseline View of Viewpoint 20 - Tariff Street West within the applicants Design and Access Statement;
- Brownfield Mill, home of the oldest chimney tiles of its kind in the city needs to be better respected, as do the surrounding communal areas, both at AVRO and Port Street.

Impacts on Sunlight and Daylight

- The height of the proposed development would have an adverse impact on adjacent properties which have already been adversely affected by other adjacent and approved developments;
- Block 2 would in particular lead to significant loss of light in adjacent properties;
- Block 2 will have a material and disproportionate impact on the provision of daylight and sunlight to apartments which currently only get sunlight in the afternoon;
- Some lower floors within adjacent properties would be very dark as a result of the proposals;
- If this building is similar height to adjacent buildings, the impacts on sunlight and daylight would not be an issue;
- The impact of the restriction to light on some adjacent buildings has not been sufficiently prepared as there are assumptions made and a manipulation of data in favour of the development;
- The submitted Sunlight and Daylight Report contains flaws in terms of level of impacts on some adjacent windows / rooms allowing this application's Block 2 to go ahead will have a devastating effect on the lives of some adjacent residents;
- The reduction of the height of the building by 2.7 meters doesn't deal with the significant problems it causes to the adjacent residents.

- The detailed results in page 6 to 11 in the Appendix of the Sunlight and Daylight Report show that there is a number of windows with daylight reduction up to 33% for some windows. The 23 rooms will suffer from reduction in daylight access are scattered across ground to fifth floor with minimum of 20.1% and maximum of 30%. Based on the magnitude of effect table (page 9 of the main report) these areas have a minor to moderate impact.

1.5 In particular the following units receive a **moderate reduction** on daylight access:

- o F00 – R1 Living Kitchen Dinner (LKD)
- o F01 – R1 Bedrooms

The rest of the 21 units with reduction in daylight and sunlight of a minor impact.

1.6 Regarding the sunlight reduction the following rooms will experience a more significant sunlight loss:

- o F00 – R1 LKD 51.9%
- o F02 – R5 Bedroom 23.3%

1.7 The LKD in R1 unit will experience a major daylight impact due to the construction of the Tariff Street scheme. Under BRE 209 it is a major adverse impact if any one of the NSL criteria affects a majority of rooms. In particular, due to the use of the space this is a significant impact for this specific location. Overall, major and moderate reduction is a significant impact on daylight access and should be justified accordingly. Additional analysis of the internal layout may be useful to fully illustrate the actual impact on the Avro Apartment scheme in line with the internal layouts. The current explanation is not justifying the state of an “acceptable impact” as stated in the planning report.

- The increase in height from that shown in the SRF result in localised major daylight impact in the current Avro Apartments.

Impact on Approved Public Realm for application Ref no 132489/FO/2021(One Port Street)

- The removal of public realm as a result of Block 2 would remove a public benefit which was given significant material weighting in the planning balance when One Port Street was approved and this was integral to offsetting harm to heritage assets. The inclusion of Block 2 would undermine the viability of the Port Street application.
- This over development will remove the promised public amenity space designed to create a connective route between neighbourhoods (Northern Quarter onto Ancoats) - again this was a key principle identified within the SRF and the Port Street Design. Block 2 will act as a barricade between the two, removing any benefit previously promised to local residents. This

contradiction is an embarrassment and needs to be drawn to the attention of the Planning Committee.

Highways and Transport

- There are no public cycle parking spaces proposed in the public realm which missed the opportunity to improve public access bike park stations;
- What is the residents parking strategy for the area;
- Port Street is not big enough for yet more traffic;
- The loss of the car park to build more apartments will mean there will be less parking space in town and with most residents in town. A lot of people do drive, and this would create an issue with the traffic in town.

Wind Impacts

- The Application causes areas which are actually classified within the wind report as being 'unsafe', within a seating area of public realm and completely undermines the intended use of neighbouring gardens/green space (Public realm at Port Street and Garden at Avro would no longer be suitable for seating);
- Significant area of proposed public realm would be rendered unsafe for a sub-group of our society; table 03 in the Wind Report describes areas as "Unsafe for frail individuals, or cyclists". This was not identified in the wind report of the Port Street Application (132489/FO/2021) so it's logical to deduce this unsafe area has been created by this application;
- Additionally, the Wind Report shows (Figure 15 on P.18 and Figure 17 on P.19 within(135675/FO/2022) that in 'Summer' there is practically no area that would be considered suitable for 'sitting' in the new public realm of the Port Street Development and in 'Winter' the majority would only be suitable for Walking (Leisure). Moreover, the report highlights the significant impact to the residents of the neighbouring building at Avro. Figure 15 shows the entire Private Garden of the development would not be suitable for sitting in Winter and only a small sub section in summer months (Figure 17).
- Having wind assessments show that dangerous levels will be reached because of this development, needs to be respected and residents and passer-by's need protecting.

Impact on Amenity

- The closeness of this development to existing properties would be claustrophobic with people literally staring into each other's rooms;
- Construction works would cause significant disturbance to existing residents;
- The development would mean an increase in noise and traffic once the buildings are finished and owners/tenants move in.
- The building works would have an adverse impact on those who work from home.

Fit with Policy including SRF

- The development is contrary to the Piccadilly Basin SRF design;
- The land on which it is proposed to build Block 2 is partly public space according to the Piccadilly Basin SRF and the recently approved Port Street development clearly stated the intention to build a pedestrian and visual corridor connecting Great Ancoats Street with Tariff Street and the city centre.
- If Block 2 is allowed to be built at its proposed location it would completely block this corridor. The Piccadilly Basin SRF stipulates the erection of one building up to 10 storeys on Tariff Street close to the Rochdale Canal. Contrary to this, the proposal suggests the erection of a second building (Block 2) at 12-storeys height;
- The proposal includes a building (Block 2) in an area that will impede the natural flow up Tariff Street and onwards to Ancoats as envisaged previously;
- Block 2 is far more appropriate for the proposal in the SRF, and the proposals would be 'over development' and appears to be included to fill in a gap and maximise value to the developer to the detriment of the neighbours and local amenities;
- The site of Block 2 is designated as public open space in the Piccadilly Basin SRF, and the Port Street proposal sets out an intention to create a pedestrian and visual corridor from Great Ancoats Street and the City Centre which I considered to be a significant improvement which will benefit local residents. If permitted Block 2 will prevent this policy being implemented. With the recent traffic calming measures in Tariff Street the creation of this corridor will create an enhanced link from Ancoats/New Islington to both the City Centre and Piccadilly Station improving road safety for pedestrians and cyclists by separating from the busier route of Port Street;
- Whilst the removal of Block 2 will reduce the number of units by 56 these and conceivably more units can be accommodated on the site between Block 1 and Brewer Street. I would therefore seek refusal of the scheme on the basis that is resubmitted solely in respect of the development of Block 1 (possibly the site fronting Brewer Street) and for the site of Block 2 designated as public open space and pedestrian corridor as designated by the SRF and the Port Street scheme.

Other

- This building is shown as 12 storey's high with a single staircase which will not be acceptable in the fire design for gateway 1 and 2 reviews. All buildings of this height need two staircases for means of escape. I suggest the scheme is modified to show how dual staircase scheme can work which will have an impact on the design and floor plans;
- The timescale for making comments was too short particularly given the postal strike and the volume of documents that had to be looked through;
- The development will significantly impact on residents views;
- It is baffling that the council is considering yet another apartment block when some much-needed green space in this area would be far more welcome and useful;

- I would also question the capacity for existing infrastructure such as GP's in the area for even more people moving into these apartments
- This development will also have a negative affect on the value of my property should I wish to sell or the rental value as it will be much less desirable being overlooked and dark;
- Burlington House already causes noise nuisance with regards to short term lets (sometimes AIRBNB). Objection if this new development is again to be rental only properties;
- Objection re the open garden areas - if they are not to at least be open for all within the area.
- The Wentwood building has been consistently misnamed 'The Wentworth' - It's hard to imagine how those undertaking the research and complicated calculations necessary to give an honest and accurate report could do so, no doubt for weeks or months and still not know the name of the buildings affected;
- The development would impact on rights of light;
- The Northern quarter is over built and this will spoil remaining space which should be for greenspace to decrease pollution;
- The development would affect adjacent residents well being and raise energy bills due to overshadowing;
- The development would increase population.
- There would be a general adverse impact on infrastructure in this part of the City Centre;
- Who and how qualified are the persons signing these sites off? Where do they live in the city? What are the requirements for these to be passed.

Historic England- Have no comments and recommend that the views of the City Council's specialist conservation advice are sought.

Head of Highways- No objections but has recommended conditions in relation to off-site highways works, construction management, the adoption of a Travel Plan and a waste and service management plan.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - no objections and recommend conditions in relation to acoustic insulation and ventilation of the homes, acoustic insulation of the commercial uses, acoustic insulation of plant and equipment, management of air quality, the storage and disposal of refuse, fume extraction, delivery hours, the management of construction and the investigation and treatment of any contaminated land

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

Greater Manchester Ecology Group – No objections.

Flood Risk Management Team – Recommend conditions to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

Environment Agency - No objections subject to conditions relating to management of contaminated land and piling being attached to any consent granted.

United Utilities – No comments received

HSE (Planning Gateway) – No objections and are satisfied with the fire safety design to the extent that it affects land use planning.

Greater Manchester Archaeological Unit – No objections but note that the Archaeological Assessment concludes that the site has potential to retain below-ground remains of archaeological interest dating to the 19th century, which warrant further investigation before development. They recommend a condition requiring an intrusive archaeological investigation.

Canal and Rivers Trust - No comments.

HS2 – No objections

ISSUES

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

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The proposal has been assessed against the adopted Core Strategy as follows:

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles - This is a highly accessible location and the development would reduce the need to travel by private car, support sustainable development and help to halt climate change.

SO2. Economy - Jobs would be provided during construction with permanent employment and facilities in a highly accessible location. The employment would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing - Economic growth requires housing in attractive places. This is a sustainable location and there is a presumption in favour of high quality and density housing. The development would address demographic need and support economic growth. The development would be high quality and create an attractive place.

S05. Transport -The development would be highly accessible, reduce the need to travel by private car and use public transport efficiently. The location adjacent to sustainable transport networks would improve physical connectivity and enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

Policy SP 1 (Spatial Principles) – The development would remove a sense of dereliction and improve street activity and natural surveillance. It would create a well designed place and a high quality neighbourhood for residents and would enhance the built and natural environment.

Policy CC3 Housing – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified for residential development and would suit a range of occupants.

Policy EC1 (Land for Employment and Economic Development) – The proposal would develop a highly accessible site in a key location for employment growth. It would provide jobs for local people, through construction and use. It would connect residents with local jobs as the site is close to transport infrastructure and would encourage walking, cycling and public transport use. It would support the continued social, economic and environmental regeneration of the City.

Policy CC5 (Transport) - The proposal would be accessible by a variety of modes of sustainable transport and would help to improve air quality.

Policy CC6 (City Centre High Density Development) – This high density development would use the site efficiently.

Policy CC7 (Mixed Use Development) – The principle of a mixed use residential scheme on this site is supported as it would contribute to the economic regeneration of the City and provide active ground floor uses.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and operation.

Policy CC9 (Design and Heritage) – The design would be high quality. Its impact on the settings of nearby listed buildings and adjacent Conservation Areas is discussed in more detail below.

Policy CC10 (A Place for Everyone) – A high quality residential led mixed use development would appeal to a wide range of residents

Policy H1 Overall Housing Provision – This City Centre site is considered appropriate for residential development.

Policy H8 (Affordable Housing) - A Viability Appraisal demonstrates that the scheme is viable and deliverable and payment of £250,000 towards offsite affordable housing is proposed. The appraisal would be reviewed at a later date and if viability improves, a greater contribution can be secured. This is discussed in more detail below.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift from car travel to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect people to jobs, local facilities and public spaces.

Policy EN1 (Design Principles and Strategic Character Areas) – The design would respond positively at street level and would enhance permeability; the overall scale and distribution of massing would respond appropriately to context. The design would complement the areas heritage. The reasons for this are set out below.

EN2 Tall Buildings – The proposal is considered to be tall in some of its context. It would support the regeneration of a highly sustainable site with a high quality high density development. Its massing and external appearance would not have an adverse impact on the setting of heritage assets. Its massing and external appearance would contribute positively to place making and wayfinding.

The development would have excellent design quality and would complement key existing building assets and would be consistent with the areas existing and emerging character. For these reasons and as set out in more depth below the development is considered to be consistent with policy EN2.

Policy EN3 Heritage – The impact on the settings of the nearby listed buildings and the Stevenson Square and Ancoats Conservation Areas is discussed in more detail below.

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

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

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

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and biodiversity enhancements are proposed.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. The proposal would not compromise air quality. The proposal would not be reliant on cars

which would minimise emissions generated. There would be 1 cycle parking space per apartment. Dust suppressions measures would be used during construction.

Policy EN17 (Water Quality) – An assessment of ground and groundwater conditions shows the proposal would be unlikely to cause contamination to surface watercourses and the impact on water quality can be controlled by a condition.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks from ground contamination which could be controlled by condition.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and in operation. The on site management team would assist in managing waste streams.

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- 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 application is considered in detail in relation to the above issues within the Issues section below.

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

Saved UDP Policies

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

DC18.1 Conservation Areas – the proposal would not have a detrimental impact on the character and appearance of the adjacent Stevenson Square or Ancoats Conservation Areas and this is discussed below.

DC19.1 Listed Buildings – the proposal would not have a detrimental impact on the settings of nearby listed buildings. This is discussed in detail in the report.

Saved Policy DC20 Archaeology – There are likely to be archaeological remains on the site which may be of local significance which should be properly recorded.

DC22 (Footpath Protection) - The development would improve pedestrian routes in the local area through ground floor activity and repaving.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by an acoustic assessment, and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later in this report.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007) This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people, pedestrians, and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability.

Sections of relevance are:

–Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;

- Paragraph 2.7 encourages “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new

developments and enhanced by alterations to existing buildings where the opportunity arises.

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

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

For the reasons set out later in this report the proposals would not be consistent with a number of 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. This is discussed in more detail below.

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

The site is in the Piccadilly area which 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.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

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

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council 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.

Manchester Housing Strategy 2022-2032 – This seeks to deliver 36,000 new homes by 2032, including 10,000 affordable homes (some 28% of total delivery) and supports high density housing in the core of the conurbation. The proposed development would go some way to contribute to achieving the above targets and growth priorities but would not deliver any affordable homes. The provision of affordable homes is covered in more detail later in this Report.

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. 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

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

Manchester Green and Blue Infrastructure Strategy 2015 -The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

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

The inclusion of bat and bird boxes could be secured by a condition and a the public realm would enhance biodiversity at the site.

Relevant National Policy

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

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide high-density housing on a site where such accommodation is considered to be appropriate.

Section 6 - Building a strong and competitive economy states that Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (para 81). The proposals would create jobs during construction and new residents would support the local economy through the use of facilities and services. These benefits are further quantified below.

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

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

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

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

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

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

The site is well connected to all public transport modes which would encourage sustainable travel. 1 secure cycle parking space per unit would be provided. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan could be secured as part of the conditions of any approval.

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

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120).

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

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

The proposal would re-purpose a vacant brownfield site currently in a derelict and deteriorating condition which has a negative impact on the street scene, and would be an efficient use of land, the scale and density of the proposal in relation to context is considered to be acceptable. The housing and commercial units would meet known regeneration requirements in the area the development whilst complimenting the area's prevailing character and setting.

The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site. This would be based on a car free development reducing car journeys to and from the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process" (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken

to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

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

The proposed building, would, due to its massing, façade design and the use of materials to articulate the facades achieve a well-designed place. It would be visually attractive and sympathetic to local character and history and help to establish or maintain a strong sense of place within this emerging neighbourhood. It would be high quality and complement the distinctive architecture within the area. These issues are discussed in detail later in this Report.

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

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

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

The buildings fabric would be highly efficient and be based on an all electric building service strategy. Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for

biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Recommendations are made within an Ecology Assessment about biodiversity enhancements.

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

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

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. A travel plan and access to public transport encouraging alternative travel choices. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

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 (para 189)

Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

Where there is evidence of deliberate neglect or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision (para 196).

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

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 (para 199).

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 exceptional (para 200).

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 (para 202)

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

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 (para 206). The proposal would result in a degree of harm to heritage assets and this is considered in detail in the report.

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

Planning Policy Guidance (PPG)- The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the 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.

The National Design Guide (January 2021) - This illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

There are 10 characteristics of well-designed places within the National Design Guide which are listed below:

- Context – enhances the surroundings
- Identity – attractive and distinctive
- Built form – a coherent pattern of development
- Movement – accessible and easy to move around
- Nature – enhanced and optimised
- Public Spaces – safe, social and inclusive
- Uses – mixed and integrated
- Homes and buildings – functional, healthy and sustainable
- Resources – efficient and resilient
- Lifespan – made to last

The proposed form of development would enhance its surroundings to an acceptable level. Its distinctiveness would be expressed in an attractive manner and it would deliver a coherent development that properly responds to context.

Historic England Tall Buildings Advice Note 4 (March 2022)

This provided guidance for decision making informed by understanding of place, character and historic significance and advocates that proposals for tall buildings should take account of local context and historic character. It acknowledges that in the right locations well designed tall buildings can support make a positive contribution to major change or regeneration while positively influencing place-shaping and conserving the historic environment.

It considers that if a tall building is not in the right place, by virtue of its size and widespread visibility, it can seriously harm the qualities that people value about a place. It notes that there will be locations where the existing qualities of place are so distinctive and the level of significance of heritage assets so great that tall buildings will be too harmful, regardless of the perceived quality of the proposal's design and architecture.

It sets out a number of factors which need to be considered to determine the impacts a tall building could have upon the historic environment:

- **Quality of places:** the distinctive qualities and values of a place including historic character and context;
- **Heritage:** understanding the significance of the historic environment and the potential impact on this significance;
- **Visual:** the impact on the streetscape, town or cityscape and wider urban and rural landscapes, and views. This includes the setting of heritage assets;
- **Functional:** the design, embodied carbon and carbon cost, construction and operation;
- **Environmental:** the influence on local micro-climates such as creation of wind tunnels, canyon effect, over-shadowing, glare, and air quality and effect on heritage assets in terms of the impact these micro-climatic changes could have upon their fabric, and how they are experienced; and

- **Cumulative:** the combined impacts on heritage assets from existing, consented and proposed tall buildings.

It considers that the response to local context including its evolution is critical to achieving good design. This includes considering how the tall building relates to neighbouring buildings and how the massing and scale is appropriate in relation to its surroundings responding to context to avoid or minimise harm to the significance of heritage assets.

It emphasises the following points which are considered to be important to consideration of the Proposed Development:

- It is helpful to consider the relationship between the top, middle, and bottom sections of a tall building with their surroundings and the potential impact on streetscape;
- Consideration can be given to whether a distinctive landmark design or a restrained architectural response is more appropriate in terms of the likely impact on the historic environment;
- High-quality architecture involves designing a tall building ‘in the round’ so it is coherent from all directions taking account of a building’s scale, form, massing, proportions, silhouette, façade materials and detailed surface design. It is important to note that not all tall buildings can be landmarks, and not all landmarks need to be tall buildings;
- The functional design of new buildings needs to consider and respond carefully to the historic environment. Historic environments often demonstrate strong street-based urban design qualities. The design of tall buildings should reflect or reference local street-based qualities, such as active frontages and human scaled design at street level;
- The way tall buildings are experienced at ground level is an important consideration as tall buildings can have a significant impact on the historic streetscape and public realm. In some cases, redevelopments may create opportunities to enhance elements of the significance of heritage assets by opening lost views or revealing historic street patterns; and
- Developing tall buildings in the right locations and at the right heights can have a positive influence on place-shaping with minimal or no impact on the historic environment. However, it is acknowledged that there may be some circumstances where potential impacts on the historic environment will occur; these can be reduced through mitigation measures. Mitigation measures can involve locating taller elements of a development on less sensitive parts of a site, by carefully considering layout;

The proposal is considered to align with the objectives set out above and this is discussed below.

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

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

Stevenson Square Conservation Area Declaration

The application site lies within 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.

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

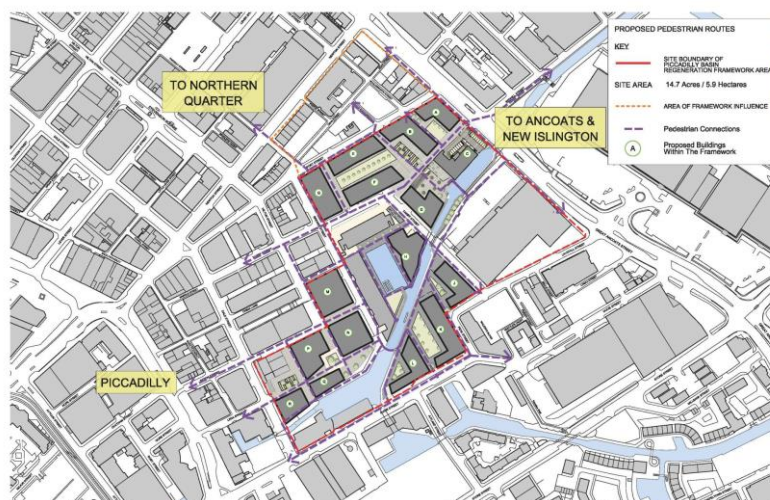
Regeneration on the City Centre is an important planning consideration as it is the primary economic driver of the region and crucial to its longer term economic success. There has been a significant amount of regeneration in Piccadilly over the past 20 years through private and public sector investment. Major change has occurred at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as opportunities are presented by HS2, and as the 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. The city centre population has increased 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. This 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 indicative scale in the SRF identifies 3 residential buildings, of 9, 10 and 11 storeys (Blocks F, E and D respectively as illustrated below).



This previously developed brownfield site is in a highly sustainable well-connected location. The proposal includes public realm (606 sqm) and private space for residents and would provide links into emerging improved routes linking Tariff Street and Port Street and Great Ancoats Street. These pedestrian and cycle connections would link to surrounding developments and the canal basin.

This proposal would re-purpose a largely vacant brownfield site which has a negative impact on the street scene. Its current poor appearance 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 improve the impression of the area for visitors.

The provision of homes and commercial units would meet known regeneration requirements. It would be of an appropriate quality and enhance its surroundings delivering a coherent development that responds to context. The proposals would deliver a well-designed place which would be visually attractive and sympathetic to local character and history and together with the One Port Street development would create a strong sense of place. It would be high quality and be complementary to the areas architectural and historic character.

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 721 direct and 101 indirect jobs. over the 2 build period plus jobs connected to the supply chain. Total net GVA from the construction phase would generate around £14 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. 261 new homes would accommodate up to 740 residents. Council tax revenue generated by the

development is estimated to be £0.5 million per annum and net additional average household spend would be £1.31 million.

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 sale 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.

261 PRS homes are proposed. The delivery of homes is a council priority. The proposal would develop a brownfield site where the topography makes development challenging. It would improve the sites perimeter and create active frontages. It would have a good quality appearance and comply with the Residential Quality Guidance. All of these matters have an impact on viability.

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

The benchmark land value is £2,256,600 and build costs of £219 per sq. ft. are within the expected range based on comparable evidence. The Gross Development Value would be £73,019,801 assuming 100% build to rent and the scheme is targeting a profit of 10% on GDV which is below the suitable range of 15 - 20% set out within the Viability Guidance set out in the NPPF. On this basis the conclusion of the independent assessment was that the scheme can support a contribution towards off site affordable housing of £250,000 and remain viable to the quality proposed.

If the application is approved, a Section 106 agreement would require the viability to be re-tested to assess whether any affordable housing contribution could be secured should market conditions change during construction.

The applicants have a funding agreement in place based on a minimum development profit of 10%. This requires Block 2 to be 12 storeys (Although only 0.45m taller than the 11 storeys indicated in the SRF).

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. Apartments would have high ceilings and large windows to maximise natural sunlight and daylight levels received.

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 converted to meet all needs. The flexibility of the open plan arrangement responds to contemporary lifestyles. A resident's terrace would encourage interaction between residents to promote a sense of community.

The details of the building management regime are not yet known but the design would allow 24 hour on-site security / management. This would ensure that the development is well managed and maintained and support long-term occupation.

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 the building at a maximum of 12 storeys is appropriate in this location. Building heights in the area vary and whilst more recently delivered and approved developments are generally between 13 and 15 storeys, this site is near to the lower scale former Mill Buildings at Jackson's Warehouse and Brownsfield Mill. In this context, the 9/10 and 12 storey blocks would be tall, and a key issue is whether this is appropriate. The impacts of the development need to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, the design parameters set out within relevant SRF's, and the criteria set out in the Guidance on Tall Buildings published by English Heritage. It is noted that the Piccadilly Basin SRF has clearly set out an intention for development at a similar scale to the more recently delivered and approved development in the area.

Design Issues, relationship to context including principle of a 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 to consider are: the justification for the loss of the existing building on site; the appropriateness of a development of the heights proposed; the impact on the character of the adjacent Stevenson Square and Ancoats Conservation Areas; the impact on the setting of the adjacent grade II and II* listed buildings and non designated heritage assets; and consideration of the impacts in the context of the requirements of the Core Strategy, Section 16 of the NPPF (paragraphs 199,200,202 and 203) and Sections 66 and 72 of the Planning and Listed Buildings Act. The design has been discussed with Historic England and public engagement took place

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. New developments need to complement the City's building assets, including designated and non-designated heritage assets. The impact on the local environment, the street scene and how it can add to and improve its locality is also important. It is considered for reasons set out in the following sections that the proposal would greatly enhance the quality of this site, complementing the character and enhancing the distinctiveness of the area whilst not undermining the wider character or setting of adjacent heritage assets. It would not adversely affect established valued townscapes or landscapes, or impact on important views. The improvements to this currently vacant and dilapidated site would contribute positively to place making on a key route within the Northern Quarter linking Tariff Street and Great Ancoats Street.

Principle of Scale and Massing

The area includes large former mills adjacent to the Rochdale Canal and beyond, cleared sites, some late Georgian Buildings such as the Grade II* Listed Brownsfield Mill (1825) and Jackson's Warehouse (1836) and beyond these more modest 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 of the City Centre. Burlington House on Tariff Street is 11 storeys.

Block 1 accords with the heights within the SRF with the exception of a small amenity area on the 10th floor which is set back from the edges of the building. Parts of Block 2 lie within the footprint of an area designated as development plot (D) and although would be technically one floor higher than indicated for those parts of SRF at 12 storeys the overall height increase would be 0.45m. The applicants have stated that the proposal would not be viable without the additional height.

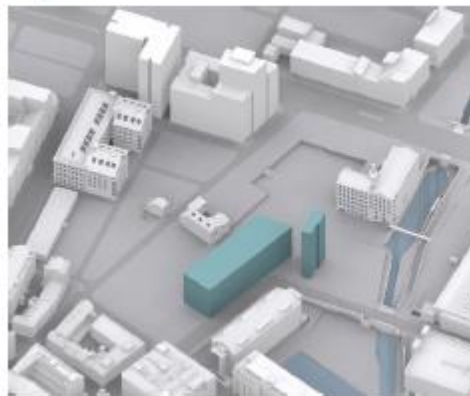


Proposed



Block B

Proposed



Portion of Block B within SRF Plot D (11 storeys)

The SRF requires tall buildings to respond to their 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 impacts of these are detailed below.

The development of this vacant site would enhance the sense of place and respond to the massing, proportions, elevational subdivision, colours, and materials of adjacent buildings in a contemporary manner, albeit would be one storey higher than the SRF indicates. It would pick up the regular size and rhythm of window openings and establish a plinth level.

It would have a tri-partite subdivision typical of the larger historic buildings in the adjacent Conservation Areas. The materials and fenestration would differentiate the ground floor, the middle, and the top. It would create a sense of enclosure, define the

street block, and follow the historic back of pavement building line. A limited palette of high quality materials would be used.

The Core Strategy requires tall buildings to create a unique, attractive, and distinctive City. They should enhance the character and distinctiveness of the area without adversely affecting valued townscapes or landscapes or intruding into important views. The site and its context undermine the quality and character of the townscape in the area and the lack of street level activity creates a poor impression.

The proposal would improve the area and use the site efficiently. The design would respond to the surrounding context and the regular pattern of bays would reference a City Centre building typology. Deep brick piers would reflect the character of nearby historic mill buildings and brick detailing would provide further interest.

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

Loss of Existing 2 Storey Building at 68 Port Street.

A significance assessment has used recognised criteria to assess the heritage significance of the site and the conclusions of this are set out below:

The majority of buildings at the site were cleared in c.2017 and the area has since been used for surface car parking. 68 Port Street, at the north-eastern corner of the site, is a small remnant of a much larger warehouse constructed by 1851. It comprises the three north-eastern most bays of the original seven bay width Port Street frontage. The original south-western part of the building, including the arched entranceway, and the rear warehouse elements have all been removed.

68 Port Street now comprises a small square plan building, which is vacant and dilapidated with no roof. Its design is simple with detailing limited to brick-built lintels and plain sills to the windows. It adjoins Sam's Yard. Traces of the pitched roofline of a former rear warehouse can be seen in the south-east elevation and a change in brick type suggests that there has been some later alteration or reinforcement of the rear elevation. Slots for the roof joists of the former arched cart entrance can be seen in the north-west elevation, evidencing significant alteration and loss and providing further indication of it having originally formed part of a wider complex of buildings. Comparison of the 1966 photograph of the building with what survives today shows that the windows and doorway at ground floor level within the surviving part of the building have been altered through the addition of shutters.



Images of 68 Port Street (current condition).

It is no longer possible to understand the historic layout or function of the building as part of the public facing street frontage of a much larger building. The surviving part is of brick build with areas of painted render. The notches for the joists over the former carriageway entrance are visible on the south-western side, but otherwise there is no notable architectural detailing or features. The surviving part of 68 Port Street is of limited local significance as the dilapidated surviving part of the originally much larger warehouse building at 68 Port Street.

Evidential Value – The surviving part of 68 Port Street provides some limited reference to the historic pattern of warehouse development in this part of Port Street, with public / commercial frontages facing the Street and dates from the early to mid-19th century. It is a fragment of the early development of this part of the city following the construction of the Rochdale Canal and the growth of industrial activity in the area. The previous loss of the majority of the original building means that its evidential value is limited. It is a small remaining element.

Historical Value – The surviving part of 68 Port Street has some local historic value being constructed after 1832 and by 1851. It is of some limited historic value as a small surviving part of a much large building which was constructed as part of the development of this area following the construction of the Rochdale Canal.

Aesthetic Value – The aesthetic value of the building is heavily compromised by its dilapidated state. When built it was of simple functional design with little architectural detailing and comprised part of a larger warehouse complex.

Communal Value – The building does not have tangible communal value. It is vacant and in a deteriorated state.

Overall, 68 Port Street is of very limited local significance or heritage value, as a small surviving portion of what was originally a much larger warehouse. Its simple

functional design and altered and dilapidated condition mean that it contributes little to the character of the local area.

Taking into account the assessment of the remains of the building, although originally constructed in the early to mid-19th century, the extent to which it has been altered means, it is considered that 68 Port Street does not merit non-designated heritage asset status.

A Context View Analysis visual assessment has been produced to understand where in the surrounding townscape the proposal would be visible and what if any level of harm this would create. This has considered 20 views from all directions with particular attention to the listed buildings to the east and south.



Viewpoint Locations

The impacts of the proposals on key views, listed buildings, conservation areas, Archaeology and open spaces has been assessed.

The proposal would deliver regeneration benefits and improve the contribution the site makes to the street level experience. It would enhance the setting of adjacent conservation areas and enhance the setting of the adjacent listed buildings whilst enhancing the townscape in line with the Planning Act, NPPF and Core Strategy as well as sections 66 and 72 of the 1990 Listed Buildings Act.

The Heritage Assessment and Addendum has considered the impact on the setting of adjacent heritage assets, as well as the existing building on the site, which has included analysis of 5 of those views (2,3,4, 13 and 14).

Impact on setting of Listed Buildings

The proposal could impact on the setting of the following listed buildings: Brownsfield Mill and Jackson's Warehouse (Former Rochdale Canal Warehouse) (both Grade II* Listed) and Fourways House, Bradley House, Newton Buildings, 35 Dale Street,

45,47 and 47 a Hilton Street, 50-62 Port Street, Rochdale Canal Lock 83 and the Rochdale Canal Towpath footbridge and associated Ramps opposite Brownsfield Mall (all Grade II Listed).

Brownsfield Mill (Grade II* Listed Building) - Brownsfield Mill is of significance as a surviving steam powered cotton spinning mill next to the Rochdale Canal and providing evidence for the evolution of industrial buildings which played an important role in the history and development of Manchester. Its setting is mixed, with modern taller buildings present to the north-east and south-west along Great Ancoats Street. Block 2 would be to the west of Brownsfield Mill, with Block 1 further beyond. The proposal would be seen in combination with Brownsfield Mill from Great Ancoats Street, and from Port Street, Brewer Street and Tariff Street. New buildings would be introduced of greater height scale and massing than the Mill and the industrial buildings which historically occupied this area. This would have some effect, reducing the local prominence of the Mill and, due to the open nature of the site, current incidental views from Brewer Street, Tariff Street and Port Street would be altered with the mill largely hidden from view.



View 2 - Aldi Car Park Entrance

View 2 shows how the proposal would be seen to the southwest of Brownsfield Mill from Great Ancoats Street. The 12 storey Block 2 would be visible beyond its roofline. The buff brickwork for Block 2, and its modern fenestration style, means that it would be distinguishable from the Mill and would be legible as a more recent addition to the surroundings.

This view shows how the consented 33 storey tower at One Port Street would appear beyond the roofline of the Mill, being of substantially taller than the surroundings. The SRF indicates an 11-storey building to the south-west of Brownsfield Mill which could add to its modern surroundings as an area comprised of buildings of greater height than has historically been the case. This is indicative of the evolving nature of this area but indicative of how contemporary interpretation of historic architectural styles can complement and by developing cleared site enhance the setting of heritage assets.

The proposal would cause some harm to the significance of its setting, principally as a result of the largely cleared nature of the site. The proposal would not affect the relationship between Brownsfield Mill and the Rochdale Canal. The significance of

the building as a 19th century steam powered cotton spinning mill, and the oldest example of a mill incorporating an internal engine house, underground boilers and chimney contained within the stair tower would not be affected. The level of harm would be less than substantial.

Jackson's Warehouse (Former Rochdale Canal Warehouse (Grade II* Listed Building)) - The Site is to the north west of the former Rochdale Canal Warehouse which is an example of an early 19th century warehouse and provides evidence of the evolution of industrial buildings that played a part in the history of Manchester. Block 2 would be to the north-east and Block 1 would be to the north. The proposal would be seen in combination with the Former Canal Warehouse from a limited number of locations, including from the Canal Towpath, and in views along Tariff Street. New buildings of greater height scale and massing would be introduced in its setting which could affect its local prominence. Incidental views to the mill from Brewer Street, Tariff Street and Port Street which are achievable due to the cleared open nature of the site would be altered with the former canal warehouse building becoming largely hidden from view from these locations.



View 18 - Rochdale Canal Towpath

View 18 shows the view from the Rochdale Canal Towpath towards the former Rochdale Canal Warehouse. The uppermost storeys of Block 2 would be visible beyond the newly constructed residential building to the south-east of the listed former warehouse, and a small part of the uppermost storey of Block 1 would be visible beyond the altered roofline of Jackson's Warehouse. The use of red brickwork for Block 1 means that it would not be a prominent new addition to the skyline and would blend with the general appearance of the area in this view.

The view shows that the changes resulting from the proposal would be seen in an area of modern redevelopment, including the recently constructed buildings to the south-east of the listed Canal Warehouse and alongside the consented 33 storey tower of One Port Street which would be visible beyond. The proposal would diminish, to a degree, the impression of the scale, stature and prominence of Jacksons Warehouse and would harm the significance of its setting. However, the key functional and spatial relationships between the former Canal Warehouse and the canal and its canal basin would not be affected. The level of harm is considered to be less than substantial.

Bradley House, Newton Buildings and 35 Dale Street- The proposals would introduce new development within the surroundings of Bradley House, Newton Buildings and 35 Dale Street, visible beyond the buildings in views north-east along Port Street, and beyond 35 Dale Street when looking north-east along Tariff Street. Although taller than the historic buildings in the area, the red and buff brick would enable the development to blend with the local character whilst also being legible as a new modern addition. The proposal would not affect the key elements of the setting of Bradley House, Newton Buildings or 35 Dale Street. Their design which gives them prominence and stature at the junctions of Newton Street, Hilton Street, Port Street and Tariff Street would be sustained. The significance of the buildings as examples of late 19th and early 20th century warehouse and industrial buildings, incorporating distinctive architectural detailing, and the ability to understand their situation within a wider area of similar warehouse and industrial buildings would not be affected. The significance of the setting of Bradley House or Newton Buildings and 35 Dale Street would not be affected.

45, 47 And 47a, Hilton Street (Grade II Listed Building) and 50-62 Port Street (Grade II Listed Building)

The Site is to the northeast of the listed dwellings at Hilton Street and Port Street and is separated from them by Brewer Street and a surface car park to the north. The proposal would be seen in combination with these buildings when moving along Port Street where Block 1 would be notably taller than the listed buildings. The brick and regular fenestration would fit with the general character of the surroundings which comprise of late 19th and early 20th century brick-built warehouses. It would remain possible to understand and appreciate the contrasting design, scale and building typology of the earlier dwellings on Hilton Street and Port Street, and thus their position with the historic development of the surrounding area.



View 13 - Port Street (West)



View 14 - Port Street (West)

Views 13 and 14, show views along Port Street, looking northeast. The 10 storey Block 1 would be visible beyond the listed former dwellings and contrast with their domestic heights. The proposal would be notable change to the setting of these listed buildings on Port Street and Hilton Street, with taller modern buildings seen beyond them. However, the contextual elevations means that these changes would not affect the ability to understand the design, scale and building typology and age of the earlier dwellings and the different position in the phases of historic development which have occurred in the area. The significance of these listed buildings would not

be unacceptably affected and whilst there would be some harm, this would be less than substantial.

Rochdale Canal Lock Number 83, To the East of Tariff Street (Grade II Listed Building), Rochdale Canal Towpath Footbridge and Associated Ramps Opposite Brownsfield Mill (Grade II Listed Building), Rochdale Canal (HER Site) and Rochdale Canal Road Bridge (Great Ancoats Street) (HER Site)- The site is to the west of this group of listed buildings and HER sites associated with the Rochdale Canal. Block 2 would be to the west of Brownsfield Mill, with Block 1 situated further beyond it. The proposal would be seen in combination with the assets from locations on Great Ancoats Street. Despite this change to the wider setting, the localised setting and inter-relationships between the heritage assets associated with the Rochdale Canal would be unaffected as would the relationship between the canal and its features and the adjacent Brownsfield Mill. The buildings are of functional and historic significance as elements of the early 19th century transport corridor as constructed by the Rochdale Canal company. There would be no change to the elements of setting which contribute to the significance of these assets and the functional and historic significance of the assets as elements of the Rochdale Canal system would not be affected.



View 3 - Brewer Street (South)



View 4 - Brewer Street (South)

Fourways House (Grade II Listed Building) - The Site is to the north-east of Fourways House. The proposal would not be seen in combination with the primary elevations of the listed building, which are to Hilton Street, Tariff Street and Brewer Street, and would have no effect upon the ability to view and appreciate these elevations in relation to the surrounding streetscape. When moving north-east along Brewer Street the proposal would be largely screened by the glazed staircase addition to Jackson's Warehouse. Although the proposal would introduce new development, its height scale and mass would not affect the setting of the listed building in relation to other adjacent historic buildings within the surrounding streetscape. The use of brick would help to ensure that the new buildings blend with the character of the surrounding area. The proposal would not affect or diminish the ability to understand the significance of the building. The ability to understand Fourways House as part of a wider surrounding area of warehouse and industrial buildings would also be unaffected, and it is concluded that the proposal would not affect the significance of the setting of the building.

Impact on the setting of adjacent Conservation Areas

Stevenson Square Conservation Area - The site is to the east of the Stevenson Square Conservation Area and the fragmented form of the street scene has a negative effect on its setting and the significance of the conservation area. The proposal would reinstate the historic street frontage to Port Street and Tariff Street improving and creating greater definition. The red and buff brick and simple modern design would blend with and complement the character of the areas heritage assets including the conservation area appear as a new addition to the townscape.

The proposal would introduce development in the surroundings of the conservation area but would not affect the ability to understand the significance of the grouping of the buildings within it as a whole.

The improvement to the approach to the conservation area, particularly on Port Street, would reinforce its distinctive historic dense townscape character. The contrasting surviving 18th century buildings, such as the dwelling houses on Port Street and Hilton Street would be further highlighted, enhancing the ability for the historic development of the area to be understood. The proposal would have a positive effect upon the significance of the setting of the conservation area, particularly through the improvements in terms of the experience on the approach to the conservation area along Port Street.

Ancoats Conservation Area – The site is outside and to the south of the conservation area and would only be viewed in its context in very limited view from Port Street. The proposal would introduce new development within the surroundings of the conservation area but would not affect the ability to understand the significance of the grouping of the buildings in it as a whole. The proposal would have a small but positive effect upon the significance of the setting of the conservation area, particularly through the improvements in terms of the experience on approach to the conservation area along Port Street.

Overall Impact on Setting of Heritage Assets.

Conserving or enhancing heritage assets does not prevent change. Localised impacts on the setting of a listed building or the character of a conservation area need to be considered in their wider locational context. The context of the site and the setting of adjacent heritage assets has evolved and changed. Clearly the site has potential and the reinstatement of the historic building lines to Port Street and Tariff Street would make a positive contribution to the setting of adjacent conservation areas and listed buildings. Its contribution is diminished by its current vacancy and the derelict condition of the building and structures on the site. The site makes little contribution to the townscape character and does not optimise a brownfield site. This is inappropriate in terms of regeneration objectives, townscape quality and place making, and change is required that would enhance the setting of heritage assets and the townscape.

Visual Impact Assessment

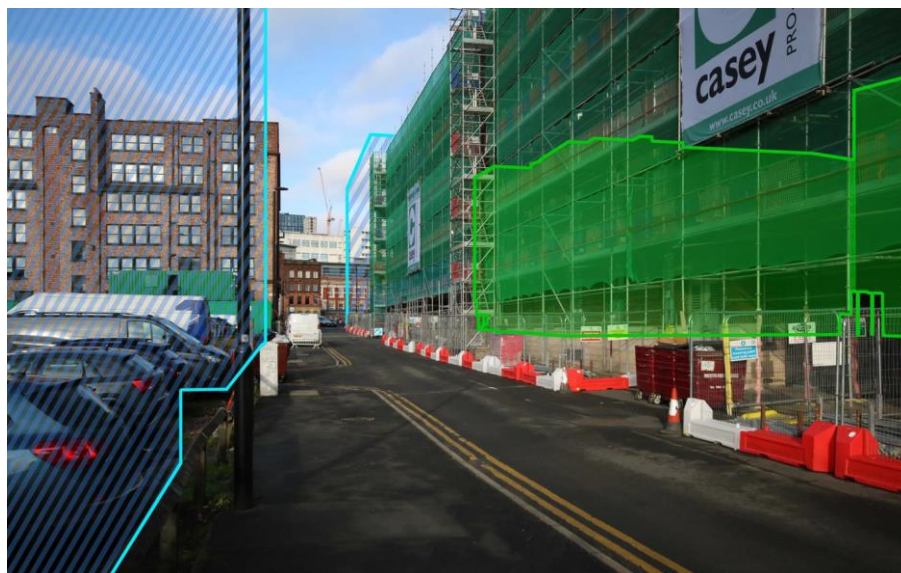
The views were chosen based on the primary public access routes towards the site. Buildings in blue are proposed SRF buildings / consented schemes that are not

yet built. A wireline of the proposal is shown in green where the scheme is not visible. The proposal would not be visible in views 3,5,8,10,11 and 19.



View 1 - Aldi Car Park (includes SRF Massing on adjacent Plot)

The buff brick would contrast with the red brick of Brownsfield Mill. The regular fenestration and bands of red brickwork below the windows would complement the brickwork of the Mill. The height and scale of the proposal would sit comfortably in the surrounding townscape. Overall, the proposal would be moderate minor beneficial in townscape terms.



View 2 – Aldi Car Park Entrance (includes SRF Massing on adjacent sites)

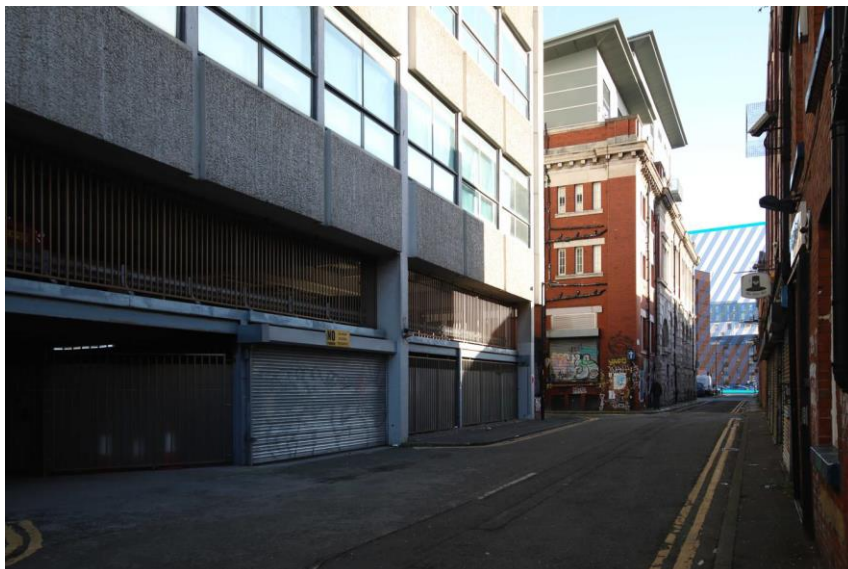
The proposal would add to emerging modern surroundings of the Mill with buildings of taller height. Buildings of greater height to the west of Brownsfield Mill would be added to the view but the brick materials and regular fenestration would fit with the general character of the area. The simple roofform of Block 2 would be seen beyond the roofline of Brownsfield Mill in views from some locations on Great Ancoats Street

but would have a limited effect upon the skyline and would not be excessively prominent. The proposal would have a moderate minor beneficial effect on townscape terms.



View 4 – Brewer Street South (includes SRF Massing on adjacent sites)

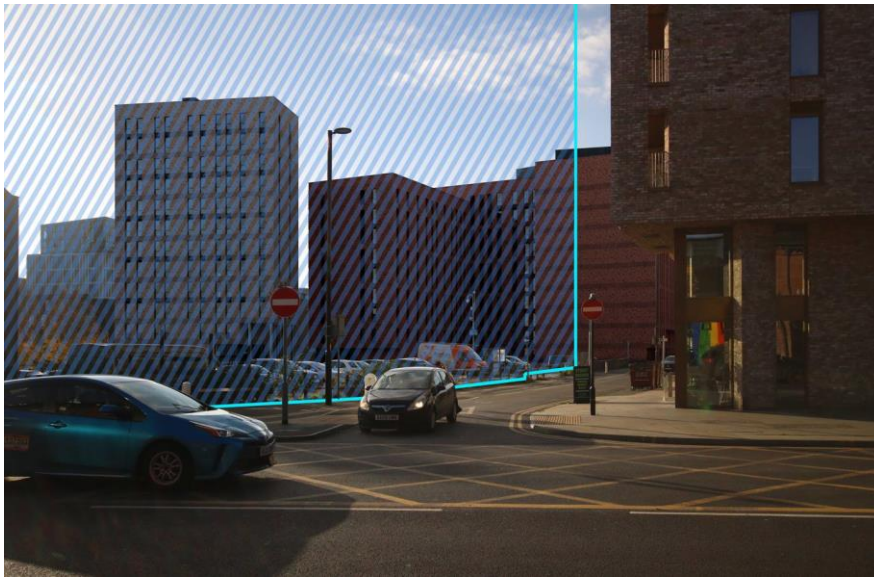
The proposal would largely be screened by the glazed staircase to the Rochdale Canal Warehouse. Its height, scale and mass is such that the setting of the listed building (Fourways House) in relation to the other adjacent historic buildings within the surrounding streetscape would not be affected. The use of brick would ensure that the proposal would blend with the character of the area. The proposal would have a minor beneficial impact in townscape terms.



View 6 – Faraday Street (North) (includes SRF Massing on adjacent sites)

The proposal would be slightly visible along Faraday Street, however its height and scale would sit comfortably in its context and extends the linear streetscape view of

Faraday Street. The red brick appearance of the proposal would complement the existing built form. The effect of the proposal would be minor beneficial.



View 7 – Great Ancoats Street and Port Street (includes One Port Street)

The 33 storey One Port Street would largely shield the proposal from view. Its scale and appearance would be in keeping with the character and context of the area and it would improve the townscape. Its impact would be moderate beneficial in townscape terms.



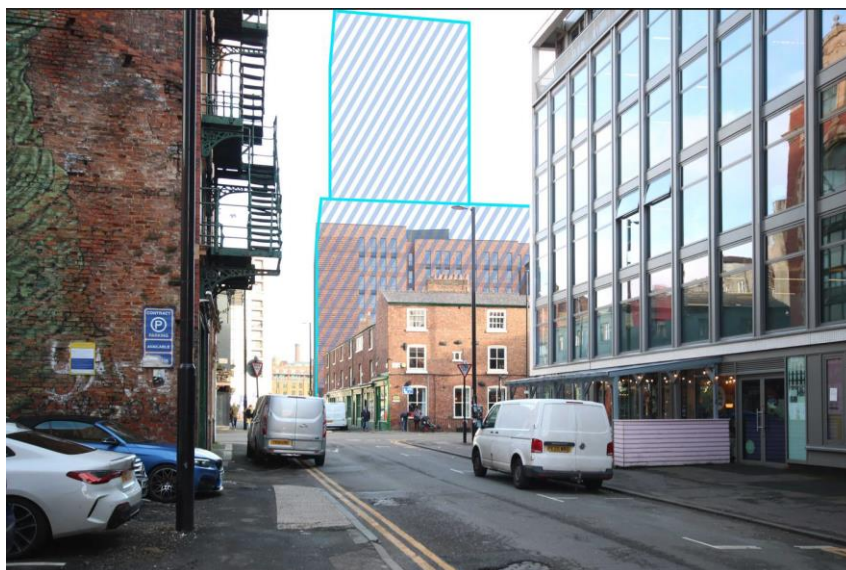
View 9 – Great Ancoats Street (South) (includes One Port Street and SRF Massing on adjacent sites)

Only the top storey of block 2 would be visible above the roofline of the retail park. Its composition creates a stepping up effect, but the view is dominated by One Port Street its impact would be negligible. The impact would be minor beneficial in townscape terms.



View 12 – Port Street (West) (includes One Port Street and SRF Massing on adjacent sites)

The red brick means that despite being taller, the proposal would complement local character and be seen as a modern addition. The proposal would reinstate part of the street block and not affect the key elements of the setting of Bradley House, Newton Buildings or 35 Dale Street whose prominence and stature at the junctions of Newton Street, Hilton Street, Port Street and Tariff Street would be sustained. The impacts would be minor beneficial in townscape terms.



View 13 – Port Street (West) (includes One Port Street and SRF Massing on adjacent sites)

Block 1 would be visible beyond the listed 50-62 Port Street, contrasting with their domestic scale. Beyond these the consented 33 storeys would be visible. The significance of these listed buildings would not be unacceptably affected, and the impact would be minor beneficial in townscape terms.



View 14 - Port Street (West) (includes One Port Street and SRF Massing on adjacent sites)

The proposal would add a taller building to the linear formation on Port Street. One Port Street would be the visually dominant development and the impact of the proposal would be minor beneficial in townscape terms.



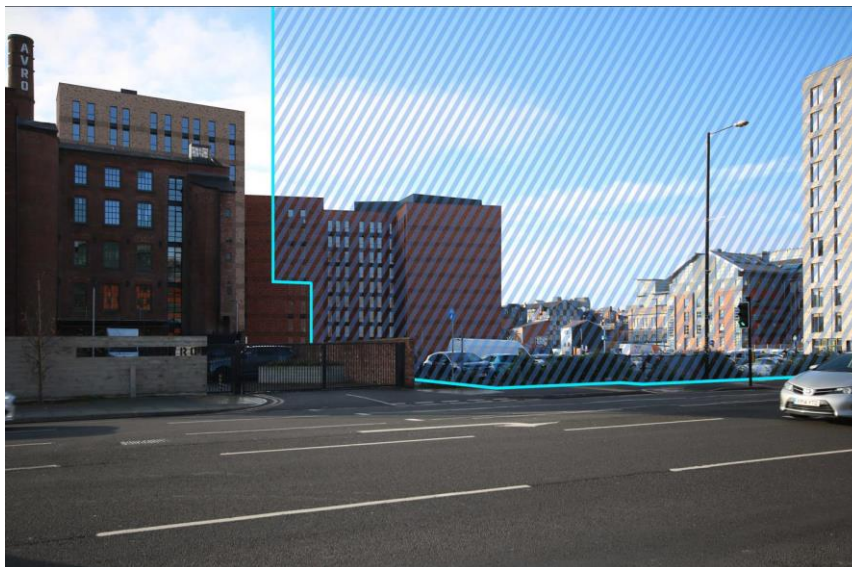
View 15 – Redhill Street (East) (includes One Port Street and SRF Massing on adjacent sites)

The proposal would be visible in this long-range view along the canal. Block 1 would be screened by One Port Street and would sit comfortably in a cluster of modern buildings between 9 and 12 storeys in height. It would complement the skyline and the impact would be minor beneficial effect in townscape terms.



View 16 – Redhill Street (East) (includes One Port Street and SRF Massing on adjacent sites)

Block 2 would be visible from the end of Redhill Street and across Great Ancoats Street. It would create a stepping up effect to the 11 and 33 storey elements of One Port Street which would dominate the view. The impact would be minor beneficial in townscape terms.



View 17 – Redhill Street (East) (includes One Port Street)

Block 2 would be visible across Great Ancoats Street, but its height and scale would complement the built form of Brownsfield Mill. It's pattern of fenestration and flat ridgeline would reflect the existing warehouse structures of the area. Block 1 would largely be shielded by One Port Street which would dominate the view. The impact would be moderate beneficial in townscape terms.



View 18 – Rochdale Canal Towpath (includes One Port Street and SRF Massing on adjacent sites)

A small part of the uppermost storey of Block 1 would be visible beyond the roofline of the listed Rochdale Canal Warehouse. The red brick means that it would not be a prominent new addition to the skyline and would blend with the general appearance of the area. The impact would be minor beneficial in townscape terms.



View 20 – Tariff Street (West) (Includes One Port Street and SRF Massing on adjacent sites).

Block 1 would be visible with One Port Street beyond. Its height and scale would complement the context and the impact would be minor beneficial in townscape terms.

Conclusion

The proposal would result in beneficial change and would contribute positively to the surrounding area in townscape terms.

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

There would be some localised impacts on the setting of adjacent listed buildings and structures with the level of harm being considered less than substantial. There would be some beneficial impacts on the setting of adjacent conservation areas

There would be some less than substantial harm to the settings of Brownsfield Mill (Avro) and Jacksons Warehouse (Former Rochdale Canal Warehouse (Grade II* Listed Building)) but their setting would not be fundamentally compromised.

The proposal would meet the objectives of Paragraphs 197, 199, 202 and 203 of the NPPF and the requirements of s.66 and s.72 of The Planning (Listed Buildings and Conservation Areas) Act 1990. Paragraph 202 of the NPPF states that less than substantial harm, should be weighed against the public benefits of a proposal including, where appropriate, securing the optimum viable use of a heritage asset. Public benefits could be anything that delivers economic, social or environmental progress as described in the National Planning Policy Framework (paragraph 7). The harm is considered necessary to secure the site's wider potential in urban design terms. Paragraph 202 of the NPPF states: that where a proposal would lead to less than substantial harm, it should be weighed against the public benefits including securing its optimum viable use.

Whilst detailed elsewhere in this Report the public benefits arising from the development, would include:-

- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which overall has a negative effect on the townscape value, back into viable, active use;
- Helping through the ongoing delivery of the Piccadilly Basin SRF to establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Complementing and support the regeneration of the HS2 SRF Area;
- Contributing to sustained economic growth;
- Providing equal access arrangements for all into the building;
- Responding to the local character and historical development of the City Centre, delivering a contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Delivering a sustainable development with good access to shops, services and transport, close to Metrolink and Piccadilly Station and bus links;
- Supporting the creation of strong, vibrant and healthy communities by providing a high-quality homes with amenity space; and
- Increasing activity at street level through the creation of an 'active' ground floor providing overlooking, natural surveillance and increasing feelings of security within the city centre.

The benefits of the proposal would outweigh the level of harm caused to the affected heritage assets, and are consistent with the paragraphs 197, 199 and 202 of the NPPF. Sections 66 and 72 of the Planning Act in relation to having regards to the preservation and enhancement of adjacent conservation areas and setting of the adjacent listed buildings are considered to be satisfied.

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

This development would provide active frontage onto Port Street, Tariff Street and the public route linking to Great Ancoats Street. This would improve safety and passive surveillance and help to revitalise the area. It would enhance connections from Piccadilly Gardens to Ancoats and New Islington by linking in to the public realm approved under application ref no 132489/FO/2021 as illustrated below.



Credibility of the Design

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

Architectural Quality

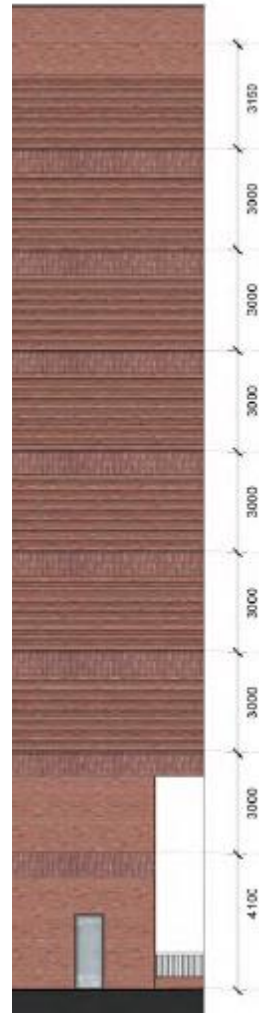
The key factors to evaluate is the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. Developments of this scale should be an exceptional and well considered design response. The quality of the detail, including window recesses and interfaces between the different components are key to creating a successful scheme.

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. These materials would respond to and complement the context. The contrasting brick for the 2 Blocks would highlight the pedestrian connection to Great Ancoats Street.

The regular grid arrangement on the facades would echo the proportions of adjacent historic buildings. Different bonding patterns would add further interest.

All windows would have a full brick reveal. Ventilation would be located within the window heads.





The gable ends would have brick detailing creating horizontal bands, of projecting and recessed brick course to provide animation to break up expanses of brickwork.

The amenity at roof level is treated with anodised grey metal panels to give a lightweight appearance to the top of the building. The uppermost storey facing Tariff Street would have single height windows.

The materials would deliver a high quality design. Their colour and texture would reflect that found nearby. 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.

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



Illustrative CGI - Public Realm Looking Towards Block 1's Courtyard and Block 2's Entrance

Relationship to Transport Infrastructure, cycle parking provision and disabled parking

The site is close to all sustainable transport modes including trains, trams and buses. The site has a Greater Manchester Accessibility Level (GMAL) of 8 indicating a very high level of accessibility. A Transport Statement concludes that the overall impact on the local transport network would be minimal.

4 on street parking bays for disabled people are proposed on Tariff Street to the south of Block 1. Blue badge vehicles would also be able to park for free in the six bays on the opposite side of the Tariff Street carriageway and 10 bays available immediately outside the site on Port Street.

There is a 230 space Multi Storey Car Park on Tariff Street. This would provide an opportunity for off-site parking should future residents chose to have a car along with 14 disabled parking spaces.

The nearest Car Club parking bays (2) are 30m from the site on Tariff Street. There would be 261 cycle parking spaces within a secure storage space.

Service access and taxi drop off would be from a new dedicated loading bay on Tariff Street. Conditions would require details of off-site highways works, including pavement reinstatements and finishes. The Head of Highways has no objections on this basis and no concerns about adverse impacts from any traffic generated by the development.

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

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability because of their high profile and impact. An Energy Standards Statement and Circular Economy Statement respond 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.

The 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 development would have an all-electric energy strategy at the point of consumption. Therefore, as the UK's electricity grid decarbonises, the buildings' operational emissions would reduce over time. Based on the proposed specification, both blocks will achieve a 31% improvement over Part L 2013 against the 6% target. It would therefore considerably exceed MCC's Core Strategy Policy EN6.

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

- High performance thermal insulation will ensure low U-values to minimise heat loss through the thermal envelopes;
- Thermally efficient, 'A' rated, double glazed windows with argon gas fill and low emissivity coatings would limit heat loss. Thermal breaks would be incorporated within the frames to further limit heat loss. The glazing 'g value' would optimise beneficial solar gains but limit overheating.
- A low air permeability of 3.00m³/hm² will minimise uncontrolled ventilation. This will reduce heat losses and provide high levels of occupant comfort;
- Improved cold bridging junctions through the provision of insulation to reduce heat and limit heat losses that occur at the junctions between building elements and around openings, will significantly improve the emission rate of the dwellings;
- Mechanical ventilation with heat recovery (MVHR) systems would maintain a healthy living environment and reduce the heat losses and energy demand. The MVHR system can recover 80% of heat from the extracted stale air from dwelling using a counter flow heat exchanger which 'pre-heats' cool incoming, fresh air. The outgoing and incoming air do not mix.
- The design air permeability would eliminate uncontrolled ventilation and ensure that the majority of the expelled stale air will pass across the heat exchanger, boosting the energy reduction potential of these systems;

- Low energy and LED lighting specified throughout to maximise operational efficiencies and lifespan of the fittings. Active sensors would be installed.
- Electrical panel heating is 100% efficient at the point of consumption with the potential to reduce overheating. Electric space heating delivers virtually instantaneous heating at the location it is required. Heating controls including appliance programmer and room thermostats will ensure the efficient delivery of heat from electric panel heaters to further reduce energy demand; and
- The fit-out specification will seek to minimise water demand. Water efficiency measures (such as dual flush toilets and flow restrictors) will limit potable water demand. This will reduce water heating energy loads and also cut the process energy required to supply clean drinking water

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

Features which would contribute to achieving overall sustainability objectives include: A highly sustainable location and development of a brownfield site; reduced mains/potable water consumption and water efficient devices and equipment; and recycling facilities. There would be a reduction of 115 car parking spaces from the site (not including on street disabled bays).

Embodied Carbon: Sustainable Construction Practices and Circular Economy

A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving. The detailed design would aim to meet the long-term needs while being durable and resilient or able to cope with change with little modification, readiness for alternative technologies, different ways of living/working and a changing climate. The approach to the design is longevity and adaptability. The key principles that would be adopted are as follows:

Materials: Reduce demand for materials and minimise quantities used; Reduce demand for the quantity of other resources – energy, water etc; and source materials responsibly and sustainably

Design: Design for longevity, adaptability or flexibility and reusability or recoverability

Waste Management: Reduce (and manage) the amount of waste generated, from: Demolition; Excavation and construction activities; and Operational activities.

The development will meet the above criteria through the following measures: Materials with a low environmental impact, which are responsibly and locally sourced will be prioritised during development; Where possible, existing materials from the to be demolished derelict building will be reused to reduce the demand for new materials during construction; The enhanced fabric and mechanical specification coupled with the installation of water efficient systems will ensure that the proposal

has a smaller carbon footprint due to reduced operational resource consumption; The proposal has been designed for longevity, flexibility and adaptability through use of detachable and durability standard materials. Mitigation measures to reduce the impact of climate change and the Urban Heat Island Effect have been considered; Waste arising during demolition, construction, and excavation will be minimised through the implementation of a Waste Management Plan (WMP). The WMP will be used to ensure that there is adequate management and storage of demolition/construction waste takes place; Opportunities for the possible recycling of construction from excavation works will also be considered in line with best practice; The implementation of the operational waste strategy would encourage occupants to segregate their waste at source and maximise the potential for recycling

A monitoring framework has been developed which outlines the objectives that this Circular Economy Statement has established. A number of key activities have been proposed which will be benchmarked against each objective.

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

Effect on the Local Environment/ Amenity

(a) Sunlight and Daylight

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

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

This assessment is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

Properties at Brownsfield Mill (Avro) (Great Ancoats Street), Wentwood Apartments (Newton Street), Jackson's Warehouse (Tariff Street) and One Port Street have been identified as affected in terms of daylight and sunlight.

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

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

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

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests set out in the Guidelines relevant to this development 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%. Reductions or changes of 0.8 times the former value would not be appreciable by an occupant.

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. The NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this and is again considered as the Alternative Target against which impact is measured.

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 daylight and sunlight reduction would be discernible and are referred to as the BRE Alternative Targets. The impacts are set out below.

Where a building is close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations. VSC levels diminish rapidly as building heights increase relative to separation. As such, the adoption of the 'standard target values' should not be the norm in a city centre as this would result in very little development being built. The BRE Guide recognises that in such circumstances, 'alternative' target values should be adopted.

Baseline

All impacts considered have been assessed against the baseline of the current site and surrounding site conditions.

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:

Brownsfield Mill (Avro) – 140/146 (96%) of windows would meet the BRE VSC Alternative Target and 54/56 (97%) of the rooms would meet with the BRE NSL Alternative target.

It is noted that for Avro there are major and minor respectively for F00-R1 (LKD) and F01-R1 (Bedroom). The LKD on the ground floor does not meet the targets in the baseline. This is largely due to the fact that it is a very odd, large room, with areas unlit.

Wentwood Apartments – 162/164 (99%) of windows would meet the BRE VSC Alternative Target and all rooms would meet with the BRE NSL Alternative target.

Jackson's Warehouse – 49/104 (47%) of windows would meet the BRE VSC Alternative Target and 17/73 (23%) of the rooms would meet with the BRE NSL Alternative target.

In Jackson's Warehouse, 15 windows would experience a minor adverse impact, 16 a moderate adverse impact and 24 a major adverse impact. 7 rooms would experience a minor adverse impact 8 a moderate adverse impact and 41 a major adverse impact.

In terms of the above a negligible impact is under 20%, minor 20-29.9%, moderate 30-39.9% and major 40+% greater than the BRE alternative target.

There are a number of reasons that the design of the apartments in Jackson's Warehouse are particularly susceptible to changing in daylight from development at the site. The internal design of Jackson's Warehouse include mezzanines and obstructions which means it receives limited daylight even in the current condition, and is particularly susceptible to change.



Example layout plans for apartments within Jackson's Warehouse

Some rooms in Jackson's are set a long way back within a deep floorplan, from the window. This is a characteristic derived from its former use and due to its Grade II* Listed status and retained unaltered during its conversion. In some rooms the lack of light penetration is compounded by the deep plan and being set on a mezzanine level which only has a shared window with the floor below which means that light is only received within the mezzanine from the window head. That head height of the window heavily influences the distribution of daylight, as the room will only receive

low level direct light. Even with the current baseline condition of a cleared site only 87% of the windows and 64% of rooms meet the VSC 27% target which is a low level of compliance with the BRE Guidelines for a building facing a cleared site. It is against these existing design challenges that the impact of the proposed development needs to assess.

Given the level of impact on Jackson's Warehouse an additional assessment has been provided which illustrated the impacts of an alternative scheme represented by the building height indicated in the SRF.

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 – 64/104 (62%) of windows would meet the BRE VSC Alternative Target and 21/73 (29%) of the rooms would meet with the BRE NSL Alternative target.

In Jackson's Warehouse, 11 windows would experience a minor adverse impact, 15 a moderate adverse impact and 12 a major adverse impact. 8 rooms would experience a minor adverse impact 5 a moderate adverse impact and 38 a major adverse impact.

The above demonstrates that notwithstanding the height reduction in the amended scheme that 15 less windows and 4 less rooms would meet the VSC Alternative Target in the Proposed Development compared with the SRF massing.

Sunlight Impacts

With the development in place and the results weighted to allow for the 20% reduction which would not be noticeable (Alternative Target)

For Brownsfield Mill (Avro), Wentwood Apartments and Jackson's Warehouse (100%) of rooms would achieve the Alternative APSH target.

The following is also important:

It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;

The impacts need to be considered in the context of the following:

- 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;

- The proposal would result in some significant individual reductions in daylight and sunlight levels, but this is almost unavoidable. Retained levels of daylight and sunlight would be comparable with existing and emerging urban conditions and these are considered to be acceptable in a City Centre context.

It is considered that the above impacts are acceptable in a City Centre context and on balance that the level of impact and the public benefits to be derived weigh in favour of the proposal.

(b) 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 has 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.

The assessment used the Lawson Comfort Criteria, which seek to define the reaction of an average pedestrian to wind. Existing 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 were included, which is the UK industry standard for capturing local features which might be affected.

Potential impacts on the Rochdale Canal towpath, are considered as suitable for standing during the summer and leisure walking in the winter. Amenity spaces at the site; amenity spaces within the One Port Street development; Bus stops on Great Ancoats Street; and the courtyards at Brownsfield Mill (Avro) areas immediately outside any building entrances are all are considered to be highly sensitive to strong winds, which can pose a risk to safety and impacted have been considered in those areas.

All principal off-site entrances, the Rochdale Canal towpath and the Avro building courtyard would be suitable for their intended use for winter and summer (as per the above Guidance) as are the level 10 and 12 terraces.

When tested with the cumulative developments there are two regions of concern at One Port Street. which, in the absence of appropriate mitigation could pose a safety risk to frail individuals in strong winds. This was identified under the One Port Street application and the approved scheme includes landscaping, including dense tree planting within the key wind flow path, to resolve this issue and ensure that there is not a significant safety risk.

(c) Air Quality

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

There are homes, businesses, educational facilities and recreational areas which could be affected by construction traffic and that from the development. A qualitative risk assessment based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014 has assessed the potential effects during construction of dust and particulate emissions from site activities and materials movement.

The assessment of the air quality impacts of 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 (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK). Both the construction and operational impacts of the development on air quality have been considered.

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

The impacts on air quality once complete would not be significant. Pollutant concentrations at the façades would be within the relevant health-based air quality objectives and aparthotel residents would be exposed to acceptable air quality and the site is deemed suitable for the proposed use.

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

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

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

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

impact on existing air quality conditions as a result of the development

(d) Noise and Vibration

Disruption could arise during construction. The applicant and their contractors would work and engage with the local authority and local communities to minimise this.

A noise assessment identifies the main sources during construction would be from plant, equipment and general construction activities, including breaking ground and servicing. Noise levels from construction would be acceptable provided the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with residents. This should be secured by a condition.

A Construction Management Plan should be a condition and would provide details of mitigation methods. Construction noise levels have been estimated based on worst case assumptions to be of moderate temporary adverse effect. Following mitigation construction noise is not likely to be significant.

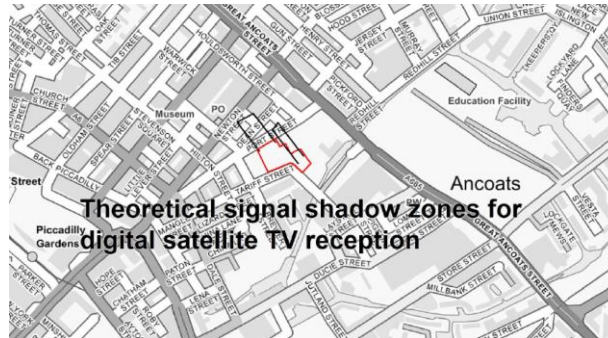
When the development is occupied, the acoustic specification of the homes would limit noise ingress from external noise, particularly nearby roads. This would be verified prior to occupation. Acoustic insulation would be required to the commercial accommodation to prevent unacceptable noise transfer.

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

A condition can limit access to the terrace at night time and on site staff will be on duty during the day and night to manage the area.

Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on television and radio broadcast services. Due to the existing excellent coverage and the robust nature of reception conditions in any theoretical signal shadow zone, the proposal is not expected to impact the reception of digital terrestrial television (DTT) services. DTT is commercially known as Freeview. Due to lack of viewers and satellite dishes in any theoretical signal shadow zone, the proposal would not cause any interference to local digital satellite television reception, such as Freesat and Sky.



The proposal is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals. Overall, the proposal is unlikely to cause any interference to the reception of any television or radio broadcast platform.

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

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS) – There are no statutory designated sites within 2 km of the site. The site does however fall within the impact zone of Rochdale Canal SSSI; however, given the inner-city nature of the site, and the distance from the SSSI, the works are unlikely to have any adverse impact on the designation.

The only site habitat is of hard standing and unsealed surface and is bordered by buildings, car parks and streets. An Ecology Report concludes that the site has little ecological value. An emergence survey for the existing building on the site observed foraging adjacent to the site and no bats emerged and it is unlikely that the site supports bat roosts. As a precautionary measure owing to the presence of confirmed bat records within 300m of the application site the recommendations are made about lighting levels should any night work be undertaken, and this would be attached as an informative on any consent granted.

The public realm would provide biodiversity enhancements which would be further enhanced with the provision of bat and bird boxes and can be secured by condition.

Waste, Recycling and Servicing - The refuse store has been sized in line with 'GD 04 Waste Storage and Collection Guidance for New Developments. All recycling and waste material would be stored on site in one of the 3 secure waste bin storage areas located at ground floor. There are two separate refuse stores in Block 1 to minimise residents' route from the upper floors and to avoid spillage in the corridors and communal areas.

Residents would separate refuse for recycling in their apartments which they would take to communal stores with provision for each waste stream (general, cardboard and recycling and household green) located near to the ground floor lifts.

On refuse collection day, the bins would be collected from each store onto Port Street or Tariff Street. The refuse stores would be monitored to ensure the bins do not get too full and any spillages that occur in transit can be cleaned by management.

As part of the local authority collection scheme, waste storage containers are to be supplied by the authority to contain separate refuse and recyclable materials

Environmental Health consider the waste management arrangements to be Acceptable.

Flood Risk, Drainage Strategy - The site is in Flood zone 1 and is low risk site of 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 use is appropriate, and conditions should require the implementation and maintenance of a sustainable drainage system. 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.

A drainage statement has been considered by the City Council's flood risk management team. The initial SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with policy principles. Further details are required to complete the drainage strategy which should form part of the conditions of the planning approval.

Contaminated Land - A Phase I Ground Investigation has been prepared based on desktop / published sources. The site is in an urban environment where industrial activities have taken place. It is likely that there is a significant thickness of made ground from previous development. Elevated levels of contamination may be present in shallow soil and groundwater, and it would be necessary to avoid contaminate migration pathways during piling works. Further excavations and investigations are necessary. Mitigation may be required but with these in place, the site would present a low risk. A condition would require a full site investigation and remediation measures to be submitted and agreed.

Accessibility/ Inclusive Access - The proposal would be as accessible as possible for residents and their visitors. All homes would be designed in accordance with Part M4 (1) and provide a mix of 1,2 and 3 bed homes which meet Nationally Described Space Standards. The homes could be adapted to meet the changing needs of occupants over time, including those of older and disabled people. All circulation routes would allow ease of movement for all users including wheelchairs and prams 10% of apartments will be M4 Category 2: Accessible and Adaptable Dwellings.

There would be level or ramped access into the building, and internal lifts. All entrances would be level.

The proposal accords with Manchester's Residential Quality Guidance, Nationally Described Space Standards, and all relevant good practice to ensure that the homes are suitable for people of all ages and abilities.

4 on street parking bays for disabled people are proposed on Tariff Street to the south of Block 1. Blue badge vehicles would also be able park for free in the six bays

on the opposite side of the Tariff Street carriageway and 10 bays available immediately outside the site on Port Street. The Residential Management Strategy and Travel Plan would require the parking needs of all disabled residents to be met and this would be secured within the conditions.

There is a 230 space Multi Storey Car Park on Tariff Street which provides an opportunity for off-site parking and includes 14 spaces for disabled people. It is approx. 122m from the entrance of block 1 and 120m entrance of block 2

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

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

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

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

Fire Safety -It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. A number of queries raised by the HSE have been addressed during the course of the application.

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

Permitted Development - The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the new building apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Objectors Comments

These are largely addressed in the main body of the Report. However the following is also noted:

A condition would preclude the use of the apartments for short term lets.;

Views across the site currently of listed buildings are artificial due to the cleared nature of the site and would have historically had buildings in front built to back of pavement. The site layout reflects distances between buildings which would have previously characterised the area;

- View of Brownsfield Mill from Tariff Street are already blocked by the approval under application ref no 132489/FO/2021;
- Views about acceptability of sunlight and impact on adjacent properties are the opinion's of the submitted Sunlight and Daylight Report's author and not that of Planning Officers. Officers views are those as detailed in the Report above and considered on balance to be acceptable in the site's context.
- The requirement for 2 staircases is not currently mandatory for buildings over 18 metres.
- The figures and description of impacts given by objectors in relation to impacts on Avro do not reflect those in the submitted Sunlight and Daylight Report;
- The development would not erode the extent of public realm approved for application ref no 132489/FO/2021 and indeed this development would complete the pedestrian link between Tariff Street / Port Street and Great Ancoats Street;
- The wind conditions are for the development in isolation and cumulatively with One Port Street. The region which has been identified in the Report as exceeding the S15 (distress) criteria is a very marginal exceedance (with a peak exceedance of the threshold for 2.9 hours per year, relative to the target of 2.2 hours per year). This exceedance is caused by westerly winds and from these wind angles, the proposal is directly upwind of the Port Street scheme and will provide protection from these winds and not exacerbate them. The proposal will have a beneficial impact on wind speeds in the cumulative scenario.

The Port Street public realm includes a significant amount of dense landscaping, designed to reduce wind speeds. With this landscaping included, conditions will be suitable.

Given the above not only will conditions be suitable once the Port Street landscaping is included, they will also be further improved by the inclusion of the proposed Tariff Street development.

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'

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics

CONCLUSION

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise. It would establish a sense of place, would be visually attractive, optimising the use of the site and would meet with the requirements of paragraph 130 of the NPPF

The 261 apartments would contribute positively to housing supply and population growth in the City. One, two and three bedroom homes would be created with ancillary amenity spaces. The development would make a positive addition to the city's townscape and the removal of this long standing largely vacant site would be beneficial.

The building would be of a high standard of sustainability and would be energy efficient and operate on an all-electric system offering the most suitable long terms solution to energy supply and carbon reductions. There would be a £250,000 contribution to offsite affordable housing and a review of the viability at a later stage. Careful consideration has been given to the impact of the development on the local area (including residential properties) and any impacts on noise, traffic generation, air quality, water management, wind, solar glare, contamination or loss of daylight and sunlight would be appropriate in a city centre context. Any harm can be mitigated, and would not amount to a reason to refuse this planning application.

The buildings and its facilities are fully accessible. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can be mitigated to minimise the effect on the local residents and businesses. There would be some localised impacts on the setting of adjacent listed buildings and structures with the level of harm being considered less than substantial and significantly outweighed by the substantial public benefits. There would be some beneficial impacts on the setting of adjacent conservation areas. The proposals represent sustainable development with 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, the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 189, 197, 199, 200 and 202 of the NPPF and that the harm is outweighed by the benefits of the development.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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

Recommendation: Mind 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.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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) Dwgs 8198-LRW-ZZ-00-DR-A-00-010_P04_Site Edged Red - Application Boundary, 8198-LRW-ZZ-ZZ-DR-A-00-121_P05_Proposed Site Plan, 8198-LRW-ZZ-00-DR-A-00-011_P04_Proposed Site Plan;

(b) Dwg 8198-LRW-ZZ-00-DR-A-00-012_P02_Demolition Plan;

(c) Dwgs 8198-LRW-ZZ-B1-DR-A-00-100 P11 LOWER GROUND FLOOR ,8198-LRW-ZZ-00-DR-A-00-101 P12 GROUND FLOOR
8198-LRW-ZZ-01-DR-A-00-102 P10 FIRST FLOOR, 8198-LRW-ZZ-ZZ-DR-A-00-103 P10 SECOND TO THIRD FLOOR, 8198-LRW-ZZ-04-DR-A-00-104 P10 FOURTH FLOOR, 8198-LRW-ZZ-ZZ-DR-A-00-105 P10 FIFTH TO EIGHTH FLOOR, 8198-LRW-ZZ-09-DR-A-00-106 P10 NINTH FLOOR, 8198-LRW-ZZ-10-DR-A-00-107 P11 TENTH FLOOR, 8198-LRW-ZZ-11-DR-A-00-108 P09 ELEVENTH FLOOR and 8198-LRW-ZZ-12-DR-A-00-127 P06 TWELFTH FLOOR, 8198-LRW-ZZ-12-DR-A-00-109 P10 ROOFTOP FLOOR;

(d) Dwgs 8198-LRW-ZZ-B1-DR-A-00-111_P05_Proposed Lower Ground Floor Plan (1.200 Colour), 8198-LRW-ZZ-00-DR-A-00-112_P05_Proposed Ground Floor Plan (1.200 Colour), 8198-LRW-ZZ-01-DR-A-00-113_P05_Proposed First Floor Plan (1.200 Colour), 8198-LRW-ZZ-ZZ-DR-A-00-114_P05_Proposed Second to Third Floor Plan (1.200 Colour), 8198-LRW-ZZ-04-DR-A-00-115_P05_Proposed Fourth Floor Plan (1.200 Colour), 8198-LRW-ZZ-ZZ-DR-A-00-116_P05_Proposed Fifth to Eighth Floor Plan (1.200 Colour), 8198-LRW-ZZ-09-DR-A-00-117_P05_Proposed Ninth Floor Plan (1.200 Colour), 8198-LRW-ZZ-10-DR-A-00-118_P05_Proposed Tenth Floor Plan (1.200 Colour), 8198-LRW-ZZ-11-DR-A-00-119_P05_Proposed Eleventh Floor Plan (1.200 Colour), 8198-LRW-ZZ-12-DR-A-00-128_P04_Proposed Twelfth Floor Plan (1.200 Colour) and 8198-LRW-ZZ-12-DR-A-00-120_P05_Proposed Roof Plan (1.200 Colour);

(e) Dwgs 8198-LRW-ZZ-ZZ-DR-A-00-220_P03_BLOCK 1 - ELEVATION A, 8198-LRW-ZZ-ZZ-DR-A-00-221_P03_BLOCK 1 - ELEVATION B, 8198-LRW-ZZ-ZZ-DR-A-00-222_P03_BLOCK 1 - ELEVATION C, 8198-LRW-ZZ-ZZ-DR-A-00-223_P03_BLOCK 1 - ELEVATION D, 8198-LRW-ZZ-ZZ-DR-A-00-224_P02_BLOCK 1 - ELEVATION E, 8198-LRW-ZZ-ZZ-DR-A-00-225_P02_BLOCK 1 - ELEVATION F, 8198-LRW-ZZ-ZZ-DR-A-00-226_P02_BLOCK 1 - ELEVATION G, 8198-LRW-ZZ-ZZ-DR-A-00-227_P02_BLOCK 2 - ELEVATION A&B and 8198-LRW-ZZ-ZZ-DR-A-00-228_P02_BLOCK 2 - ELEVATION C&D;

(f) Dwgs 8198-LRW-ZZ-ZZ-DR-A-00-229_P03_BLOCK 1 - ELEVATION A (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-230_P03_BLOCK 1 - ELEVATION B (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-231_P03_BLOCK 1 - ELEVATION C (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-232_P03_BLOCK 1 - ELEVATION D (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-233_P02_BLOCK 1 - ELEVATION E (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-234_P02_BLOCK 1 - ELEVATION F (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-235_P02_BLOCK 1 - ELEVATION G (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-236_P02_BLOCK 2 - ELEVATION A&B (Colour) and 8198-LRW-ZZ-ZZ-DR-A-00-237_P02_BLOCK 2 - ELEVATION C&D (Colour);

(g) 8198-LRW-ZZ-ZZ-DR-A-00-218_P03_1NQ BAY ELEVATION (1.100 Colour), 8198-LRW-ZZ-ZZ-DR-A-00-238_P04_EXTERNAL WALL DETAIL SECTION A LOWER FLOORS (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-239_P04_EXTERNAL WALL DETAIL SECTION A UPPER FLOORS (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-240_P04_EXTERNAL WALL DETAIL SECTION B (Colour), 8198-LRW-ZZ-ZZ-DR-A-00-241_P03_EXTERNAL WALL DETAIL SECTION C LOWER FLOORS (Colour) and 8198-LRW-ZZ-ZZ-DR-A-00-242_P02_EXTERNAL WALL DETAIL SECTION C UPPER FLOORS (Colour);

(h) Dwgs 8198-LRW-ZZ-00-DR-A-00-131 Rev P01 (pavement widths), 8198-LRW-XX-XX-VS-A-00-017 Rev P01 (Building Heights) and 8198-LRW-XX-XX-VS-A-00-017 Rev P01 (Building Heights);

(i) Sections 5, 9-12 of the 1 N Q B L O C K 1 & 2 MANCHESTER, DESIGN & ACCESS STATEMENT 8198-LRW-XX-XX-PP-A-00-005 P02 by Leach Rhodes Walker;

(j) Servicing and Refuse as set out in Section 13 of the 1 N Q B L O C K 1 & 2 MANCHESTER, DESIGN & ACCESS STATEMENT 8198-LRW-XX-XX-PP-A-00-005 P02 by Leach Rhodes Walker and Avison Young e-mail Refuse Note 03 03 23;

(k) Recommendations in sections, 3, 4, 5, 6 and 7 of the Crime Impact Statement Version VERSION A: 30th November 2022

(l) Archaeological Desk-Based Assessment Tariff Street Manchester V1 by Salford Archaeology dated October 2022;

(m) Inclusions of measures and targets set out in the 1NQ, TARIFF STREET, MANCHESTER, ENVIRONMENTAL STANDARDS STATEMENT, NOVEMBER 2022 REF: 2022.264 by Element Sustainability

(n) Implementation of Broadband installation in accordance with the GTech Surveys Limited, Broadband Connectivity Assessment 1 NQ Tariff Street 28/11/2022;

(o) Fire Statement Form (JH Reference: GM2001/GM2002 as amended by 1NQ, TARIFF STREET, MANCHESTER, HSE COMMENTS GM2001/hz/15ax 17th January 2023 by Jensen Hughes;

(p) Air Quality Assessment,

(q) Marco Living 2 Ltd and Axis - RE Ltd, 1NQ, Tariff Street, Manchester, Flood Risk Assessment and Drainage Strategy Report,143404/02B November 2022 by Fairhursts;

(r) TV reception survey prepared by GTech (Television and Radio Reception Impact Assessment 1NQ, Tariff Street dated 28/11/2022);

(s) Preliminary Ecological Appraisal, November 2022, 1NQ, Tariff Street, Manchester, M1 2FJ by Tyrer Ecological Consultants Ltd;

(t) TRANSPORT STATEMENT and FRAMEWORK TRAVEL PLAN, Build to Rent Residential Tower Block, Tariff Street November 2022 by Vectos;

(u) Daylight and Sunlight Impact on Neighbouring Properties Report, Tariff Street, Manchester dated 30-11-21 and Sunlight and Daylight Section in Avison Youngs email dated 01-03-2023 and letter dated 28-02-2023;

(v)1 NQ,Tariff Street, Manchester, Marco Living 2 Ltd & Axis-Re Ltd, Phase I Desk Study Report,143404/01, November 2022 by Fairhursts;

(w) Townscape and Visual Appraisal within the Tall Building Statement by Avison Young dated January 2023;

(x) Fisher Acoustics 1NQ, Tariff Street, Manchester Environmental Noise Study dated November 2022;

(y) Heritage Statement 1NQ, Tariff Street, Manchester, M1 2FF, November 2022 by Turley's;

(z) WIND MICROCLIMATE, ASSESSMENT REPORT 1 NQ Tariff Street datged 30-11-2022 by GIA;

(aa) 1NQ, TARIFF STREET MANCHESTER, CIRCULAR ECONOMY STATEMENT, ADDENDUM REPORT JANUARY 2023 REF: 2022.264 by Element Sustainability;

(bb) LANDSCAPE PROPOSALS, Tariff Street, Manchester, Project Number: 4267, November 2022 by tpm Landscaping;

(cc) Avison Young letter dated 28-02-23 in relation to the Enhanced offer of on street disabled parking and details of closest alternative disabled parking bays; and

(dd) Land at Port Street /Tariff Street Ventilation e-mail dated 24-02-23 from Avison Young.

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

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

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

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

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

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

and

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

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

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

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

The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

5) a) Notwithstanding the 1NQ Tariff Street, Manchester, Marco Living 2 Ltd & Axis-Re Ltd, Phase I Desk Study Report, 143404/01 November 2022 by Fairhursts prior to the commencement of the development other than demolition the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

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

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

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

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

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

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

6) Prior to the commencement of development, a detailed construction management plan outlining working practices during development shall be submitted for approval in writing by the local planning authority, which should include;

- o Display of an emergency contact number;
- o Arrangements that no noisy work shall commence before 08:30
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
- o Parking of construction vehicles and staff; and

- o Sheeting over of construction vehicles.

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

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

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

7) Prior to the commencement of development (excluding demolition) a programme for submission of final details of the public realm works and highway works as shown in the LANDSCAPE PROPOSALS, Tariff Street, Manchester, Project Number: 4267, November 2022 by tpm Landscaping as amended by dwg numbered: 8198-LRW-ZZ-00-DR-A-00-101 P12

shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

- (a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);
- (b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and which demonstrates Biodiversity Net gain across the site ;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;
- (d) Details of how surface water from the public realm would be managed within the public realm though Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;
- (e) Location and design of all furniture including seating areas, lighting, bins, handrails, recycling bins, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people and child friendly features);
- (f) Lighting around and within the site (which includes for consideration of older and disabled people);

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

(h) Details of hours during which the terraces at levels 10 (Block 1) and 12 (Block 2) will be open to residents and the mechanisms which would prevent use outside of those hours;

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

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

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

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

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

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

*A finalised drainage layout showing all components, outfalls, levels and connectivity;

* Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;

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

*Surface water should be restricted to a rate of 5 l/s.

*A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant parties.

*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 45% climate change;

*Assessment of overland flow routes for extreme events. 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.

*Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

*CRT consents / approval confirmation required. An email of acceptance will suffice.

*The LLFA would require the landowner's consent / approval for drainage within highway / third-party land. An email of acceptance will suffice.

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

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

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

*Hydraulic calculation of the proposed drainage system;

*Construction details of flow control and SuDS elements.

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

9) 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.

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

11) 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.

12) Prior to occupation of:

(a) The residential accommodation; and

(b) The 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.

For any emergency plant proposed, although plant limits have been given, as these only operate in an emergency any maintenance, servicing and testing is confined to 09:00 to 18:00 Monday to Friday.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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.

13) Notwithstanding the recommendation within the the Environmental Noise Study by Fisher Acoustics, dated November 2022 before any above ground works commence details of the following shall be submitted:

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

(b) An assesement of the potential for overheating and any required mitigation which the noise insulation scheme shall take into account

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

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

The following noise criteria will be required to be achieved whilst providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq

The scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

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

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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

14) Notwithstanding the recommendation within the Environmental Noise Study by Fisher Acoustics, dated November 2022 before each of the ground floor commercial uses as shown on dwgs 8198-LRW-ZZ-00-DR-A-00-101 P12 commences a scheme for acoustically insulating each unit to ensure that there is no unacceptable level of noise transfer from these units to the residential accommodation above shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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.

15) Before any use of each of the ground floor commercial uses as shown in dwg 8198-LRW-ZZ-00-DR-A-00-101 P12 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.

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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.

16) Notwithstanding the TV reception survey prepared by GTech (Television and Radio Reception Impact Assessment 1NQ, Tariff Street dated 28/11/2022) within one month of the practical completion of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

17) 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).

18) 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

19) 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.

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

(a) Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal), parking of maintenance vehicles, noise management of communal areas;

(b) How access to the communal terraces would be managed during the evening /night shall be submitted to and agreed in writing by the City Council as Local Planning Authority;

(c) Details of how the parking requirements of a disabled resident would be met by the building operator.

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.

21) The development hereby approved shall be carried out in accordance with the FRAMEWORK TRAVEL PLAN, Build to Rent Residential Tower Block, Tariff Street November 2022 by Vectos

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

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

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.

22) 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.

23) 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.

24) 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 above ground (other than the hereby permitted ground floor Class E (excluding E (b)) commercial units 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.

25) 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.

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

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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

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

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

28) 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

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

This shall include the following:

(a)Details of the 4 disabled spaces

(b) Detailed designs in relation to the stopping up order under Section 247 of the TCP Act 1990 in relation to Fair Street (to including materials, layout, kerb heights;

- (c) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries; and
- (d) Any amendments to the existing TRO associated with the above;

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

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

30) The development shall be carried out in accordance with the Crime Impact Statement Version VERSION A: 30th November 2022
REFERENCE: 2022/0499/CIS/01 or as amended by dwg 8198-LRW-ZZ-B1-DR-A-00-100 P11 (condition 35 cycle parking)

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

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

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

32) In the event that any of the commercial units as indicated on drawing 8198-LRW-ZZ-00-DR-A-00-101 P12 are occupied as a restaurant (Class E) or Drinking Establishment (Sui Generis) use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority.

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

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

*Details of a Dispersal Procedure

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

* Details of management of storage of any external freestanding furniture

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained. The approved details remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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.

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

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

34) 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).

35) Prior to the first occupation of the residential element, the 261 cycle parking places as shown within drawing 8198-LRW-ZZ-B1-DR-A-00-100 P11 shall be in place and thereafter retained and maintained in situ.

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

36) 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 Statement Form (JH Reference: GM2001/GM2002 as amended by 1NQ, TARIFF STREET, MANCHESTER, HSE COMMENTS GM2001/hz/15ax 17th January 2023 by Jensen Hughes (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.

37) The development hereby approved shall be carried out in accordance with the targets within the 1NQ, TARIFF STREET, MANCHESTER ENVIRONMENTAL STANDARDS STATEMENT, NOVEMBER 2022 REF: 2022.264 by Element Sustainability and a post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

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

Section 13 of the 1 N Q B L O C K 1 & 2 MANCHESTER, DESIGN & ACCESS STATEMENT8198-LRW-XX-XX-PP-A-00-005 P02 by Leach Rhodes Walker and Avison Young e-mail Refuse Note 03 03 23;

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

The approved details shall be implemented and remain in place for as long as the unit is in use (and any subsequent permitted changes of use under Class E)

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

39) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

40) The consent for any Sui Generis Bar Use does not permit for any on site cooking which would require ventilation for fume extraction.

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 and in accordance with the Land at Port Street /Tariff Street Ventilation e-mail dated 24-02-23 from Avison Young.

Informatives

1) 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

2) 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.

3) 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.

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

5) 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

6) 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>

7) 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

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

9) If during works to demolish / convert the building to the use hereby permitted any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have

been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted

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: 135675/FO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**City Centre Renegeration
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Health & Safety Executive (Fire Safety)
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
High Speed Two (HS2) Limited
Highway Services
Environmental Health
MCC Flood Risk Management**

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

