

Application Number	Date of Appln	Committee Date	Ward
136812/00/2023	9th May 2023	31st Aug 2023	Cheetham Ward

Proposal Outline application for development comprising: Erection of a residential led mixed use development across severable plots comprising residential (Use Class C3a); non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); residents amenity space including within clubhouse buildings; health centre (Use Class E); a primary school (Use Class F); the final surface finish of the highway and footpath consented under HIF permission ref: 133143/VO/2022; creation of new public realm and associated landscaping, car parking provision, cycle storage, and other associated works (with all matters reserved)

Outline application for development with all matters considered: Demolition of existing buildings and structures.

Location Land At Red Bank, Victoria North, Manchester

Applicant FEC Northern Gateway Development Limited

Agent Mr Ed Harvey, Avison Young

EXECUTIVE SUMMARY

This Outline application is for a residential led development, with a clubhouse, a health centre, a primary school, infrastructure, public realm and landscaping.

One letter of support has been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development accords with national and local planning policies, and would bring significant economic, social and environmental benefits. This is a strategically important brownfield site specifically identified to create new homes as part of supporting the growth of the city centre. The proposal would provide 3250 homes in a range of house types and sizes with family and age friendly accommodation. 75% of the accommodation would be 2 or 3 bedroom and the applicant has committed to providing 20% affordable housing across the development subject to viability

The site would form a new neighbourhood and deliver the strategic objections of the Northern Gateway Strategic Regeneration Framework (SRF).

The site is highly accessible and close to public transport. Up to 3250 cycle spaces would be provided. Significant Public realm and street trees would enhance the local environment and enhance the setting to the River Irk.

Economic 4640 construction jobs would be created annually for the duration the 10 year construction period. It is anticipated that 1362 jobs would be taken by Manchester residents. The GVA associated with those jobs would be £56.8 million of which £15.7 million would be created directly in the Manchester economy.

6066 new residents would generate annual net expenditure of £44.1 million per annum within Manchester and £5.7 million per annum in Council Tax. Increased expenditure in the area is estimated to be in the region of £58.8 million per annum

Social The proposal would deliver 3250 new homes on a remediated brownfield site. 75% would have 2 and 3 bedrooms. The applicant is committed to providing 20% affordable housing, subject to viability, in line with the commitments outlined in the Joint Venture (JV) Partnership. The applicant would work with other partners to help deliver affordable housing. A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. A health centre and primary school, providing 210 school places, would support the new neighbourhood. Public realm would improve connectivity and provide a pedestrian friendly environment.

Environmental This would be a low carbon development and the location is highly sustainable. It would be highly efficient and include renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are complex but can be remediated. Surface water run off would be minimized and drainage includes blue and green infrastructure. The indicative layout, height and scale is in line with the aspirations of the SRF. The biodiversity net gain would exceed 10%.

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

Impact on local residents The anticipated impacts on daylight/sunlight, overlooking and wind conditions are considered to be acceptable in this context. Matters relating to construction impacts are not expected to be significant and can be managed.

A full report is attached below for Members consideration.

Description

This 11.21-hectare site is located to the east of Red Bank and is formed by three distinct areas:

- Red Bank Plateau;
- Red Ban Viaduct. And
- New Town (not part of this outline application).



Boundary of the application site and development areas

St Catherine's Wood and New Town do not form part of the application boundary.

Red Bank Plateau is bounded by Barny's steps, St Catherine's Wood and Red Bank. The site previously contained industrial development and vegetation which have been cleared. Red Bank Viaduct and the former railway sidings are the only remaining features at the site.

Red Bank Viaduct is bounded by Red Bank, the River Irk, Dantzic Street and the railway line. The Green Quarter is to the west. The area contains hardstanding and surface car parks and a commercial unit. There are commercial uses in the Viaduct and arches.

New Town which form part of the site are bisected by Watford Street. To the west of Watford Street is an area of hardstanding which has been used as car parking and as a site for travellers.

The site is in Flood Zone 1, 2 and 3 and a critical drainage area. The Cheetham Hill junction drain and the River Irk run through the site. There are mature trees at the site none of which are protected. The site is not within a conservation area although there are 16 listed building nearby, the closest being the Grade II listed Union Bridge to the southeast. The Manchester Air Quality Management Area (AQMA) is 150 metres along Cheetham Hill Road.

Victoria Station is nearby and provides access to trains, trams and bus services. There are also amenities in the local area and in the railway viaduct. The shops, services and amenities of the city centre are within walking distance.

The Applicant is the City Council's investment partner to regenerate 155 hectares of land at Victoria North over the next 10 to 20 years to create a thriving neighbourhood and support change and regeneration in Collyhurst.

This application should be read in conjunction with application 136814/FO/2023 for a phased residential development comprising three towers on land bounded by Dantzic Street, Dalton Street and the railway. The site is part of the same masterplan, and the Environmental Statement covers both applications to understand the environmental impacts on both developments.

Planning History

Planning permissions have been granted at the site to carry out enabling works and £51.6 million grant has been secured from the Government's Housing Infrastructure Fund (HIF) to help facilitate development. Enabling and infrastructure works would enable the future delivery of homes and green spaces at Red Bank.

The relevant planning permissions are:

132252/VO/2021: City Council Development for enabling works including tree and vegetation removal, creation of a temporary haul road and demolition of the Creamline Dairies buildings in association with the future delivery of the new Red Bank Neighbourhood Approved 23.12.2021

133143/VO/2022: City Council Development for the creation of development platforms, including remediation and earthworks, and change in site levels, to allow delivery of future residential-led development at the Red Bank Neighbourhood, together with the construction of a new road and priority junction from Red Bank, new drainage infrastructure, utility and services connections and diversions, preparatory tree and shrub clearance, and demolition of certain existing structures, along with the creation of new and improved green infrastructure and landscaping including the improvements of St Catherine's Wood to form part of a City River Park, and other associated works Approved 14.07.2022

135190/VO/2022: City Council Development for utility and services connections and diversions to Dantzic Street, Dalton Street and Collyhurst Road associated with the delivery of future residential-led development at the Red Bank Neighbourhood, Victoria North Approved 08.12.2022

137079/JO/2023: Variation to planning permission 133143/VO/2022 to amend conditions 4 (CMP), 7 (Ground Conditions), 10 (Drainage) and 16 (Invasive Species) following the introduction of a phasing planning condition together with the submission of details in connection with conditions 5a (local Labour), 9 (Piling), 18a (Tree Replacement and BNG strategy) and 20 (Boundary Treatment) Approved 04.08.2023

The applicant is delivering 634 homes at Victoria Riverside in New Town in towers of 37, 26 and 18 storeys with commercial accommodation, landscaping and public realm (126944/FO/2020). This follows the completion of 756 homes at Meadowside around Angel Meadow (116366/FO/2017).

Development has commenced at Collyhurst Village with 168 homes, 76 apartments, commercial units and the creation of a public park (129393/VO/2021); and at South Collyhurst: with 14 townhouses, 16 apartments and landscaping (130514/VO/2021).

The Proposal

The application is for outline planning permission for:

- Up to 3,250 homes (C3);
- Up to 6,300 sqm of non residential development (Use Class E, F and Sui Generis);
- Up to 3,250 sqm clubhouse residential amenity building;
- Up to 3,250 sqm health centre (Use Class E);
- Up to 2,750 sqm primary school (Use Class F1 (a));
- Cycle provision (up to 3,250) and 12% car parking.

Development would take place on the following development plots:

- Red Bank Plateau – development plots RB01 to RB05C and RB12B;
- Red Bank Viaduct – development plots RB06, RB07 and RB10; and
- New Town – development plots RB16 and RB17.



Development Plots

Approval is also sought to demolish buildings and structures at plots RB07, RB10, RB12B and RB17.

The homes would be for a mixture of market sales and build to rent. Most of the plots would contain homes except plot RB05C which could either be residential or a primary school.

There would be up to 798, 1 bed properties (25%), up to 2053, 2 bed properties (63%) and up to 399, 3 bed properties (12%).

Up to 7000 sqm of Use Classes E, F and Sui Generis accommodation is proposed. This would include clubhouse amenity building for the residents, health centre and primary school.

The building heights for the development areas is as follows:

- Red Bank Plateau – ranging from up to 73 metres AOD (up to 8 storeys) and up to 123 metres AOD (up to 23 storeys);
- Red Bank Viaduct – ranging from up to 124 metres AOD (up to 27 storeys) and up to 211 metres AOD (up to 55 storeys); and
- New Town – ranging from up to 98 metres AOD (up to 19 storeys) and up to 155 metres (up to 37 storeys).



Building height parameters plan

Hard and soft landscaping and public realm would be included with the creation of focal squares, formal and informal play areas. The details are indicative at the outline stage but it is anticipated that the proposals would emerge as follows for each area:

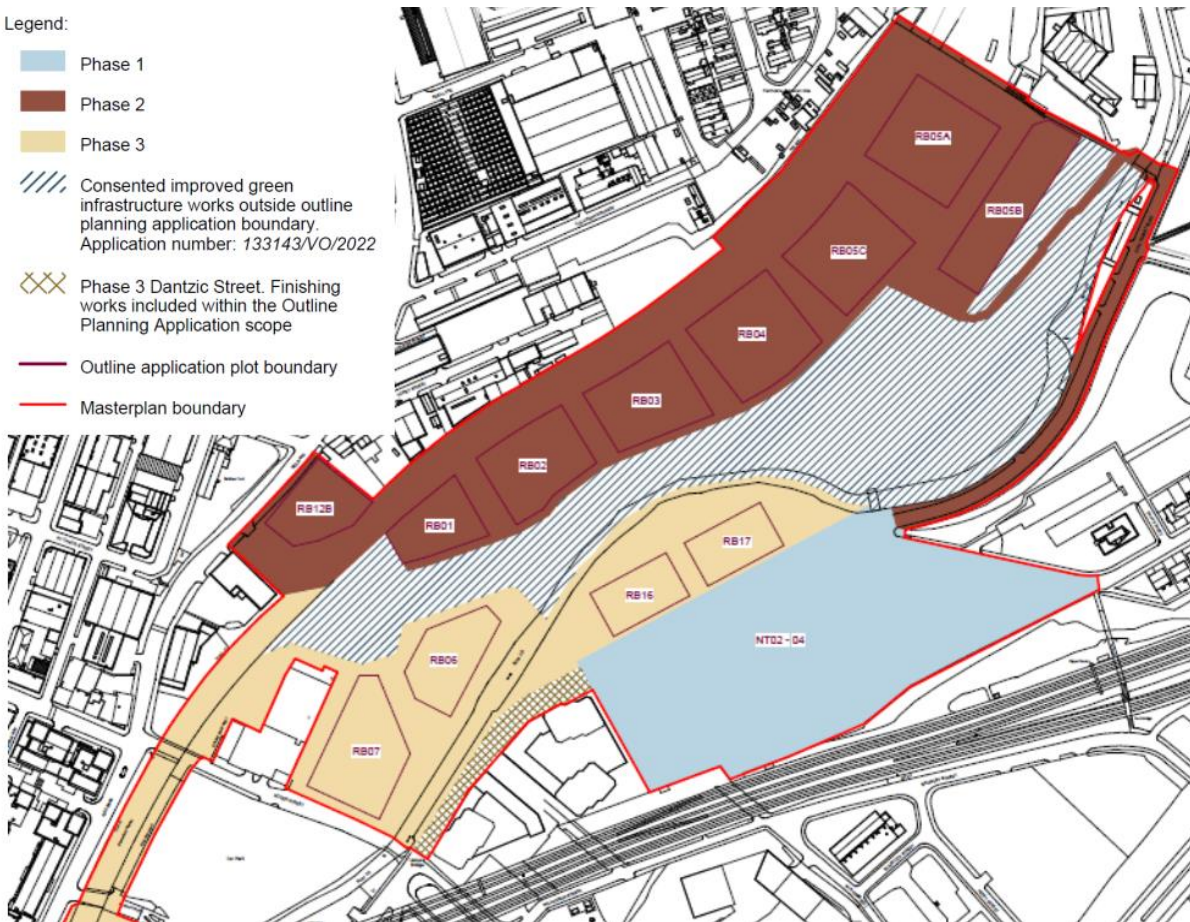
- Travis Island Wetland at New Town – would be a terraced landscape north of plots RB16 and RB17. The green space would taken advantage of the relationship with the River Irk and would include trails, walking routes and a small public square;
- Red Bank Viaduct – streets would have high quality public realm. Union Waterfront and Red Bank terraces were approved as part of the HIF permissions. Brewery Square would contain restaurants and amenities.
- Red Bank Plateau – public realm in Red Bank Square and St Catherine's Square. The public realm from Red Bank Square would step down into Red Bank Terraces. St Catherine's Square would be next to St Catherine's Wood and would include the clubhouse which would contain co-working spaces, a café, play facilities and a primary school.

Access would be from Red Bank along the new access road approved as part of (133143/VO/2022). There would be up to 3,250 cycle spaces which is one space per home, with visitor cycling parking in the public realm. 325 car parking would be provided (12%) including 21 accessible 6.5%. There would be 25 spaces for non-residential uses. Design and appearance would be considered in detail as part of Reserved Matters applications.

This would be a phased development with detailed matters secured via the submission of Reserved Matters application or full planning applications. The indicative phasing for the development is detailed below and is expected to take up to 10 years.

Legend:

- Phase 1
- Phase 2
- Phase 3
- Consented improved green infrastructure works outside outline planning application boundary.
Application number: 133143/VO/2022
- Phase 3 Dantzic Street. Finishing works included within the Outline Planning Application scope
- Outline application plot boundary
- Masterplan boundary



Phasing plan

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement;
- Planning Statement;
- Crime Impact Statement;
- Environmental Standards Statement;
- Fire Strategy;
- Local Labour Statement;
- Statement of Community Involvement;
- Sustainability Strategy;
- Tall Building Statement;
- Biodiversity Net Gain Assessment;
- Utilities Statement.

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

- Townscape and Visual Impact;
- Ecology and Nature;
- Cultural Heritage;

- Ground Conditions;
- Flood Risk and Drainage;
- Transport and Access;
- Air Quality and Dust;
- Noise and Vibration;
- Daylight and Sunlight;
- Wind Microclimate;
- Socio-Economics;
- Health and Wellbeing; and
- Climate Change.

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

Consultations

Publicity The proposal has been advertised as a major development, as being of public interest, as affecting the setting of Listed Buildings, and being EIA development. Site notices were displayed, and a notice placed in the local press. Notification letters have been sent to an extensive area of residents and businesses.

A letter of support states that whilst the development would impact on the view from their apartment, but they would rather live in an area with amenities and facilities and therefore support the development and wish that it gets built quickly.

The Wildlife Trust for Lancashire, Manchester and Merseyside welcome the commitment to achieve a greater than 10% uplift in Biodiversity Net Gain (BNG) and are aware that Greater Manchester Ecology Unit (GMEU) require an specific off site mitigation site to be identified. However, the landscape masterplan indicates that offsite mitigation is no longer required to achieve the greater than 10% uplift. The metric to demonstrate this is not within the submission. The recommendation of GMEU should be followed. The ecology study identified a single record of Yellow Birds nest. The reason for scoping this out of the assessment is not clear.

Highway Services junction improvements are required at Red Bank/Roger Street/Lord Street and Cheetham Hill Road/Lord Street. There would also be a requirement to re-validate the SCOOT at Cheetham Hill Road/Lord Street and re-position the SCOOT loop/ducting at Lord Street. Connectivity and routes need to be improved including signage and wayfinding. The level of parking is acceptable. A management plan and a refuse and servicing strategy is required for Plateau Avenue. A Road Safety Audit would also be required once further details on the proposal are known. A travel plan and construction management plan should also be agreed.

Environmental Health conditions are required to agree fume extraction, lighting, plant and a construction management plan (particularly noise and dust control). Wheel washing should be employed. Noise assessment for the residential and commercial accommodation would be required (including overheating strategy). Lighting details, waste management, delivery hours (including noise mitigation plan)

and measures around air quality are required to be agreed. Further site investigation work and gas monitoring is required regarding ground conditions.

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

Neighbourhood Services (Trees) the landscaping scheme appears to be acceptable subject to further details relating to species and trees.

Flood Risk Management a drainage strategy shall be agreed together with management arrangements.

Environment Agency have no objections subject to subject to conditions relating to compliance with the Flood Risk Assessment (FRA), phasing strategy (both for enabling works and construction works), landscape and ecological management plan, groundwater and contaminated land including verification works, no infiltration works, piling and borehole management.

Network Rail no objection

Greater Manchester Archaeology Advisory Service (GMAAS) the area between Dantzic Street and the River Irk, comprising development plots RB16 and RB17, could contain below-ground remains of archaeological interest, including back-to-back housing on Back Water Street and a rope walk. A condition should require intrusive archaeological investigation in advance of development of these two plots.

Great Manchester Ecology Unit (GMEU) vegetation clearance should not take place in bird nesting season. Trees and woodland areas should be protected during construction works. The demolition works should not take place until a Regulation 55 licence is issued to the Council. Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam have been recorded on the site. A method statement should be prepared giving details of how these plants are to be controlled during the course of any development.

Natural England the proposal would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Historic England no comments.

Sport England object as the demand for sporting provision has not been adequately addressed in the submission and fails to meet section 8 of the NPPF. There should also be sports facilities associated with the primary school and this should include community access.

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

Health and Safety Executive (HSE) a condition should require the submission of a fire statement at the Reserved Matters stage.

Aerodrome Safeguarding advise conditions relating to improving the radar as a result of plot RB10.

Policy

The Development Plan

The Development Plan consists of the Core Strategy (2012); and saved policies of the UDP. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved. Planning applications must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Manchester Core Strategy

SO1. Spatial Principles –The proposal would deliver high quality homes, a new school, health centre, amenities and public realm in a highly sustainable location in a strategic regeneration area. .

SO2. Economy – High quality homes in this sustainable location would support economic growth. It would create local employment during construction.

SO6. Environment – This would be low carbon and highly sustainable development using up to date energy efficiency measures in the fabric and construction. The proposal would prioritise walking, cycling and public transport and minimise parking. A comprehensive public realm and landscaping scheme would include tree planting with a 10% biodiversity net gain.

Policy SP1 'Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Red Bank in this strategic regeneration area. The proposal would transform a derelict and vacant site with high quality building and public realm. A new neighbourhood would be created including a primary school, health centre and amenities.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The homes would be close to all forms of sustainable transport and would deliver a significant amount of new housing.

Policy CC9 Design and Heritage –The development would deliver space standard compliant homes. The report considers the impact on heritage assets in detail below.

Policy CC10 A Place for Everyone – The proposal would complement regeneration at Victoria North and Lower Irk Valley. It would be fully accessible with accessible parking space. Provision would be made for on site electric vehicle charging.

Policy T1 'Sustainable Transport' - The site has access to a range of public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - There would be minimal impact on the local highway network and sustainable forms of transport would be encouraged. Public realm improvements would create safe walking and cycling.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. It would include larger homes, attractive to families. High quality amenity spaces are proposed, and waste management would support on site recycling objectives.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in Victoria North and add to the supply of good quality homes in a highly sustainable area. The fabric would be efficient with other sustainable features and sustainable drainage.

Policy H3 ‘North Manchester’ – The proposal would provide high density homes with 75% having 2 and 3 bedrooms which would be suitable for families.

Policy H8 ‘Affordable Housing’ – The applicant is committed to providing 20% affordable housing subject to viability and deliverability. Each phase would be the subject of a viability review to determine the level of affordable housing that could be provided. The viability would be reviewed at a later date if necessary. A monitoring arrangement would continually review the level of affordable housing.

Policy EN1 ‘Design principles and strategic character areas’ – The scheme would enhance the regeneration of the area with high quality place making and public realm including a 10% biodiversity net gain.

Policy EN2 Tall Buildings This proposal would have a positive impact on views into the City and the regeneration of the area. It would complement the City’s built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. It would be close to the City Centre, is not in a conservation area and is close to public transport. This is a highly sustainable location and energy efficient and low carbon have principles would be embedded into the scheme.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable and this is considered in detail within the report.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’
–The building fabric would be energy efficient, and they would be designed to minimise energy demands. A travel plan, cycle provision and electric car charging points are proposed. Renewable technologies would ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The buildings would have a robust energy strategy. There are no plans for district heating or other infrastructure in the area.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce energy demands. The

fabric would be high quality and energy costs should remain low. The proposal includes on site renewable energy.

Policy EN9 'Green Infrastructure' – The biodiversity and ecological value of the site was established as part of the HIF planning applications. The development would provide street tree planting and landscaping. Green infrastructure to the park and other areas of public realm would improve biodiversity achieving a 10% net gain.

EN11 'Quantity of Open Space, Sport and Recreation' – The proposal would significantly improve public realm and place making. Informal play space would be child friendly and support families. The residents would have access to the multi use games area and other amenity spaces created at Red Bank.

Policy EN14 'Flood Risk'- Surface water runoff would be minimised. Flood risk would not be exacerbated and the risk to residents has been minimised. Mitigation measures are proposed.

Policy EN15, 'Biodiversity and Geological Conservation' - Trees and planting would support a biodiversity net gain of 10%. The limited remaining vegetation should not be cleared during bird nesting season.

Policy EN16 'Air Quality' - The impact on air quality would be minimised during construction. There would be 10% parking provision and public transport would be promoted. There would be a travel plan, cycle spaces and EV charging points.

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

Policy EN18, 'Contaminated Land' – Ground conditions are complex but can be dealt with. Conditions would protect ground water and ensure the site is remediated.

EN19 'Waste' – The waste management strategy incorporates recycling principles.

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

Policy DM2 'Aerodrome Safeguarding' – The proposal would require radar mitigation as a result of plot RB10. This is secured as part of a planning condition.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure the appropriate level of affordable housing for the development and enable the viability to be reviewed at a future date in line with the requirements of policy H8.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

Saved Policy DC7 ‘New Housing Developments’ – This would be a high quality accessible development.

Saved policy DC19 ‘Listed Buildings’ - The proposal would have minimal impact on the setting of nearby listed buildings.

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

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

Saved policy E3.3- The proposal will provide a high quality building on Red Bank and enhance the appearance of this important route in Victoria North.

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

Other material policy considerations

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

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

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

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

- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and

design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

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

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

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

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

Manchester Residential Quality Guidance (2016)

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

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

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

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;

- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

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

The plan states that the growth of the City Centre “has contributed additional homes, commercial property and leisure destinations, and these locations (together with others including the Irk Valley and New Cross) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy”

The expansion of the City Centre boundary to include areas such as Northern Gateway (now known as Victoria North) is vital in terms of delivering the City’s growth objectives for residential, commercial and population growth.

The plan recognises the role of Northern Gateway in terms of delivering residential growth and providing high quality homes in line with the regeneration framework. The strategy recognises that the incorporation of NOMA, New Cross and the Irk Valley within the City Centre boundary will allow for better linkages with the communities of North Manchester to the City Centre and provide a catalyst that can drive further residential development.

Manchester Strategy (January 2016)

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

Manchester Northern Gateway Strategic Regeneration Framework (2019)

The Northern Gateway SRF was endorsed by the Council’s Executive on 13 February 2019 and is a material consideration in the determination of this proposal. It identifies 7 neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and Eggington Street and Smedley Dip.

The regeneration of the Northern Gateway will need to integrate these neighbourhoods, provide connections, and achieve high-quality place making, to ensure comprehensive regeneration. The SRF sets out a vision to deliver approximately 15,000 homes with social and physical infrastructure including a new City River Park which will connect Queens Park and Angel Meadow.

The site is in the Red Bank neighbourhood. A residential neighbourhood is envisaged together with social and community infrastructure and commercial uses. A mix of housing sizes and tenure would be provided to create a dynamic neighbourhood. Apartment and townhouses would be created including accommodation suitable for families. Residential development would be focused to the north of St Catherine’s Wood and the Red Bank Viaduct and in the development areas to the south and west of the river.

The SRF goes on to state the proximity to the city centre and the Green Quarter provide a context for high density urban form at Red Bank siting that a appropriate density at Red Bank would be critical to deliver sufficient accommodation to support vibrant non residential uses.

The SRF stipulates that care should be taken to ensure that the massing of development in Red Bank transitions seamlessly from the Valley floor to the upper plateau. Buildings in the south of Red Bank should respond to the precedents for height set by nearby developments.

The SRF identifies that there is potential for a tower to act as a landmark at the junction of the disused viaduct and the operational railway, to enable the emergence of a vibrant public realm animated by the potential reuse of the viaduct. Taller elements are also envisaged on the valley floor, south of the river and north of Dantzic Street. South of the Red Bank Viaduct, the potential to punctuate massing with well-considered towers. The western tip of the plateau also presents an opportunity for a landmark building to reinforce the gateway to St Catherine's Wood from the Honey Street area. There is also an opportunity to provide a landmark building at the northern edge of the neighbourhood close to Barney's Steps, to maximise views over the valley corridor.

The character of the plateau overlooking St Catherine's Wood will be strongly defined by woodland, topography, and valley views. The SRF states that the massing would be in the range of 8 to 12 storey stepping down to 4 storey towards the valley to ensure a mix of typologies and family housing.

Wherever possible, blocks should be oriented towards the Irk Valley to maximise views to greenery from residential units and in the public realm. Housing fronting the northern edge of St Catherine's Wood will overlook the green space and merge into the existing valley, and natural landscape. Views to the city centre skyline will also be prioritised.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework, which has now been superseded by the Northern Gateway SRF, sought to guide future development in the area as part of establishing new developments and supporting public realm, highways and other infrastructure as part of a residential led neighbourhood.

The framework established core principles that sought to complement adjoining regeneration areas and coordinate with the principles established within the frameworks of these areas. The idea of connectivity from the City Centre and NOMA to areas and existing communities of Collyhurst in the north together with New Cross to the east and Angel Meadow to the south was seen as vitally important as part of improving connections, new development and high-quality public realm.

North Manchester Strategic Regeneration Framework (SRF) (October 2012)

This document aims to guide the regeneration and development of north Manchester. The application site is located between the City Centre fringe and the

inner core. It notes that development in the City fringe area should contribute to the growth of the City and be high density, accommodating a mix of uses.

The priority for North Manchester is to support to the growth of the City Centre by ensuring a coordinated approach and make the most of land available for high density development. There should be a mix of uses with offices, residential located alongside leisure and retail uses.

The inner core is an area of housing led transformation. This will focus on utilising underused land and connect areas such as Collyhurst and Lower Irk Valley to the advantages of the City Centre. The document also outlines that over 2000 new homes will be delivered in this area as well as complementing proposals within the NOMA area and other northern gateway proposals

National Planning Policy Framework (2021)

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

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

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

This proposal would redevelop a brownfield site In a key regeneration area for up to 3,25 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. The level of affordable housing is not yet known, however, the applicant is committed to providing 20% affordable housing across the development subject to viability. This is considered in further detail within the report.

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

The proposal would be safe and secure. Cycle parking is provided along with car parking including accessible parking. New public realm and green infrastructure would be provided which would include a 10% net gain in biodiversity.

Section 9 *'Promoting Sustainable Transport'* states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can*

help to reduce congestion and emissions and improve air quality and public health' (para 105).

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

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

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

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

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

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

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes (paragraph 120).

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

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

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

The proposal would re-use a largely vacant site. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. Up to 325 new homes would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of*

sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process” (paragraph 126).

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

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

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

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

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

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

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

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

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

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

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

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

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and

suitable mitigation can be put in place during construction. There would be a travel plan and access to public transport 20% of parking fitted with EV charging points.

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

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

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

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

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

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

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

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay,

where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;

- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

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

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

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

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

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

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

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

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

- Townscape and Visual Impact;
- Ecology and Nature;
- Cultural Heritage;
- Ground Conditions;
- Flood Risk and Drainage;
- Transport and Access;
- Air Quality and Dust;
- Noise and Vibration;
- Daylight and Sunlight;
- Wind Microclimate;
- Socio-Economics;
- Health and Wellbeing; and
- Climate Change.

The proposal is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

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

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

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and must continue to provide new homes for a growing population and commercial and recreational developments.

Manchester's population has continued to grow rapidly and is expected to increase considerably by 2030. This, together with trends and changes in household formation, requires additional housing. Around 3,600 homes are required each year to provide the right quality and diversity of homes to support the increasing population which is critical to continued growth and success.

The North Gateway Strategic Regeneration Framework (SRF) seeks to guide future development in this area. It identifies high quality regeneration in this area to create a lively new neighbourhood with a mix of uses to support high quality place making.

The vision for Red Bank is a residential led neighbourhood with an opportunity to establish higher density housing types and tenures with non-residential active frontages on the ground floor. The predominant building type would be apartments, town houses and larger duplexes.

The proposal would support the principles of the SRF and the economic growth objectives of the City Centre. It would develop a brownfield site with up to 3250 homes, 6300 sqm of commercial space (including residents amenity space), a health centre, a primary school, public realm and infrastructure.

This would have a significant positive impact on the City's housing supply and create new and enhanced linkages with communities adjacent to the city centre. The applicant has indicated that they would deliver new homes that meet City Council's space standards.

Retail and leisure uses would support the new community at Red Bank and existing residents who live in the area. Up to 6,300 sqm of Use Classes E, F and Sui

Generis would be created. Although the Red Bank area historically fell outside of the city centre boundary, it is now in a key growth area of the city centre. Main town centre uses would be acceptable to support the new neighbourhood and it is not necessary to carry out any sequential testing or impact assessment on the suitability of this level of commercial floorspace here.

The public realm would create permeability, accessibility and connectivity, through the site, and to nearby developments. There would be a new area of public realm along the River Irk. A primary school and health centre would support families locating in Red Bank.

This proposal would be a catalyst in the regeneration of Victoria North and help to realise the vision of the SRF as underpinned by policies SP1, EC1 and EC3 of the Core Strategy.

Significant economic and social benefits include the creation of approximately 4640 temporary construction jobs over the construction period. 1362 jobs could be taken by Manchester residents and a Local Benefit Proposal would support this. The GVA associated with these jobs would be £56.8 million to the regional economy with £16.7 million in Manchester. 657 net jobs would be created in the supply chain, 193 from Manchester. This would generate up to £24.2 million at the regional level and £11.1 million for Manchester.

6066 new residents would generate annual net expenditure of £44.1 million per annum within Manchester and £5.7 million per annum in Council Tax. Increased expenditure in the area is estimated to be in the region of £58.8 million per annum. A Local Benefit Proposal would ensure that these economic and social benefits are fully realised.

These socio-economic benefits are significant. The site would be redeveloped to support economic and population growth, creating jobs and increasing local spending and taxation. There are significant benefits associated with the development including public realm.

The development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

Policy H8 requires new development to contribute to the City-wide target for 20% of new homes to be affordable. Developers should provide homes for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need,

any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

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

The application proposes 3250 new homes, 6300 sqm of commercial floorspace, clubhouse. Health centre, primary school and new public realm and place making. The delivery of homes and the regeneration of the site is a key Council priority. The significant amount of residential and commercial development proposed would support economic growth.

The homes would comply with the Residential Quality guide. Public realm would be enlivened through active frontages and would open up access to the River Irk. New public squares and linkages would benefit the wider area. Whilst the energy strategy is not yet known, this would be an energy efficient and low carbon scheme.

The applicant has provided a commitment through the JV Partnership with the City Council to deliver 20% affordable housing across Victoria North. It is anticipated that the applicant would work with other partners and Registered Providers to maximise the levels of affordable housing in the area.

As this application is at the outline stage, and a detailed proposal has not been prepared, it is not possible to confirm all costs associated with delivery. In order to ensure that developments are viable and deliverable, detailed viability appraisals would be prepared for future Reserved Matters applications. This would help determine the level of affordable housing in each phase and agree matters such as the benchmark land value, profit levels and costs.

Where it is not possible to secure an initial affordable housing contribution, the viability would be reviewed prior to the occupation to determine if an uplift in affordable housing can be provided. A monitoring arrangement would track the level of affordable housing in each phase to ensure that 20% affordable housing is delivered across the scheme as a whole.

This is in line with the requirements of policy H8 and the arrangements for securing affordable housing at the development would be secured by way of a legal agreement.

Climate change, sustainability and energy efficiency

The proposal would be low carbon in a highly sustainable location with all forms of public transport nearby. The construction process would minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use materials sustainably.

There would be 12% car parking which would be fitted with electric vehicle charging points. Active travel and linkages would be improved to promote safe and secure pedestrian movements. A travel plan would encourage residents to use public transport. There would be 3250 cycle spaces with more spaces in the public realm.

New buildings would be electric with renewable energy sources used such as heat pumps. As there are no detailed proposals at this stage, it is not possible to determine the carbon reductions against the Building Regulations. Environmental Standards Statements would be submitted with all future submissions to determine this including a mechanism to verify what level of reduction has been achieved.

Trees would be planted with low level planting and shrubs and bird and bat boxes are proposed. These measures would improve biodiversity and provide an efficient drainage system which would minimise the effects of surface water.

Impact of the historic environment and cultural heritage

The site is not in a Conservation Area but nearby Listed Buildings could be affected. The urban grain around the site is a mixture of low quality car parking, cleared sites and industrial buildings, dominated by the railway arches. The nearest homes are those under construction at Victoria Riverside. The site previously contained industrial buildings.

There are 35 Listed Buildings, with one Grade I, one Grade II* and 33 Grade II, and three Conservation Areas within the 300m study area and 68 non-designated heritage assets. A Heritage assessment within the Environmental Statement focused on the listed buildings within 300 metres of the site. 1 listed building and 3 designated heritage assets would be immediately affected and consideration of the impact of the proposal on these assets is required by the NPPF. The impact on the setting of these heritage assets, including those within the wider search area, was evaluated within the townscape assessment above.

Union Bridge (Grade II) is a former public road bridge spanning the River Irk and is situated on the opposite side of Dantzic Street. It has a single, low segmental arch constructed from sandstone ashlar and creates a pedestrian link to the site from the car parking at Roger Street. Historically the bridge was an important link across the Irk connecting the industrial sites which once dominated this area. Whilst the condition of the bridge is poor, its heritage significance remains high architectural, function and of local historic interest.

Lancashire and Yorkshire Railway Viaduct (non-designated heritage asset) carries the railway across the area and is a dominant feature in the local area. The structure is of simple and standard design and is not considered to be of any significant architectural merit.

Red Bank Viaduct (non-designated heritage asset) is located at the northern edge of the site. This was the Manchester, Whitefield and Radcliffe line from Victoria Station. The viaduct is no longer in use by trains with the sidings be removed.

Barney's Steps (non designated heritage asset) at the northern extent of the site and is a footbridge over the railway sidings that was depicted in several LS Lowry paintings and drawings.

The scale of the impact and the impact on the significance of the heritage asset would be low and has been considered against the tests in the NPPF. There would be some heritage benefits from the removal of this vacant site from the setting of these heritage assets and the enhancements through landscaping and place making.

The key conclusions and impact on the significance of the heritage assets, within the relevant viewpoints, is summarised as follows:

Union Bridge (Grade II) the proposal would be visible within the immediate environs of the bridge. The significance of the bridge would remain legible and understood and better appreciated because of increased footfall. The significance of the bridge derives from its role as a pedestrian link across the Irk which would remain intact. The proposal would enhance the public realm in close proximity to the listed structure. The significance of the bridge would be retained with visitors being able to enjoy its features and cross the river Irk.

Lancashire and Yorkshire Railway Viaduct (non-designated heritage asset) is a substantial structure. Given its scale and dominance, it would remain understood as a piece of rail infrastructure. The viaduct is located outside of the site so it would remain legible and understood in the area.

Red Bank Viaduct significance is derived from its historical and architectural value, as a surviving 18th century viaduct, and a reminder of the importance of railway infrastructure. It has lost its historical association with the railway with the surrounding area now overgrown waste ground. Although no works are proposed to the viaduct as part of this application, the setting of the viaduct would be improved as a result of the significant new public realm around the structure.

Barney's Steps would not be affected. The footbridge has lost its association with the railway which it once crossed and appears to no longer be in use. Its historical use is still legible and understood in this context and would be able to be appreciated by new residents and visitors.

This major development would be seen in the same context of a number of heritage assets. It would, in most instances, result in a low level of *less than substantial harm*, as defined by paragraph 202 of the NPPF, to the setting and significance of the identified heritage assets. However, in each instance the heritage assets would remain legible and understood and the harm would be outweighed by the substantial regeneration benefits that this development would bring. This would provide the public benefits required by the paragraph 196 of the NPPF outweighing any harm which arises. These public benefits are considered in detail below.

Impact Assessment

The proposal would result in instances of very low level of less than substantial harm through changes to the setting of the Union Bridge and other non-designated heritage assets in the area being seen in the same context as the development on a wider city scale.

It is therefore necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be) (paragraph 193 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF.

This is a development site, as defined by policy SP1 of the Core Strategy, in one of the City's key regeneration areas. Its vacant condition has at best, a neutral impact on the area and the surrounding heritage assets. This proposal would regenerate the site in line with Council policy and deliver homes in a new neighbourhood. There would be construction jobs and Council Tax revenue from the new homes.

The level of harm would be low level as the significance of the heritage assets would remain legible and understood both individually and where there is group value.

Mitigation and public benefits are derived from the delivery of a key component of the Northern Gateway SRF. The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Impact on Archaeology

An archaeology assessment demonstrates there is archaeological interest relating to the area between Dantzic Street and the River Irk, at development plots RB16 and RB17. This area could contain below-ground remains of archaeological interest, including back-to-back housing on Back Water Street and a rope walk.

These plots should be subject to further investigation secured by a planning condition. The other plots in this site are subject to investigation under the enabling works planning permissions.

A condition should be imposed regarding archaeological investigations. This would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Townscape and visual impact Assessment

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

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings. The assessment utilises the guidance and evaluation criteria set out in the *Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013*.

The magnitude of the impacts, both beneficial and adverse are identified as very large, large, moderate, slight or neutral. the townscape assessment considered 10 key view, including cumulative impacts shown in wire lines. The effect of the development on the above viewpoints can be summarised as follows:

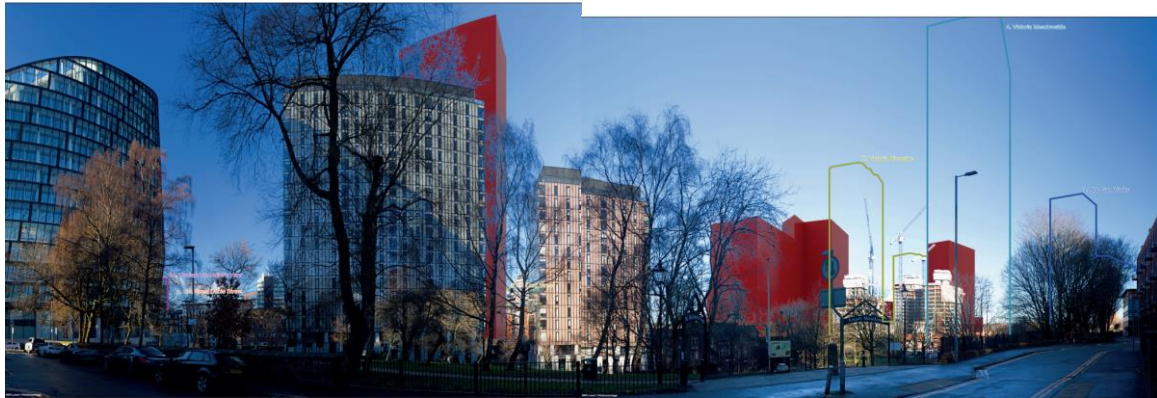
- Viewpoint 1 - St Michael's Flags and Angel Meadow Park;
- Viewpoint 2 - Corporation Street;
- Viewpoint 3 - Manchester Cathedral;
- Viewpoint 4 - Smithfield;
- Viewpoint 5 - Ancoats;
- Viewpoint 6 - Rochdale Road (Railway Bridge);
- Viewpoint 7 - Dantzic Street;
- Viewpoint 8 - Sand Hills Park, Collyhurst;
- Viewpoint 9 - Dalton Street;
- Viewpoint 10 - Queen's Road (near Metrolink);
- Viewpoint 11 - Queen's Park;
- Viewpoint 12 - Miles Platting;
- Viewpoint 13 - Manchester Fort;
- Viewpoint 14 - North Street;
- Viewpoint 15 - St Chad's Street;
- Viewpoint 16 - Red Bank; and
- Viewpoint 17 - Rochdale Road.

Viewpoint 1 is on Old Mount Street from a significant urban green space. The park provides a degree of openness and the changes in levels is evident. The park is surrounded by dense urban development with two residential buildings on its north western edge and 1 Angel Square. The grade II listed Charter Street Mission is visible beyond the park. Several tall buildings are under construction to the north east of the view at Victoria Riverside.



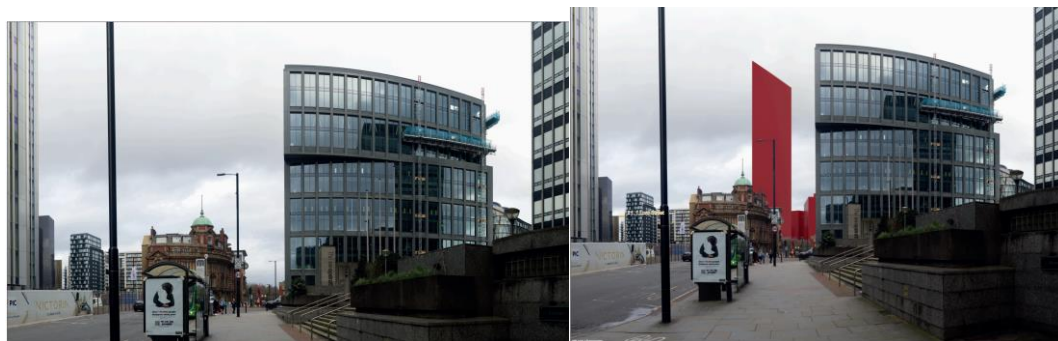
Viewpoint 1 St Michael's Flags and Angel Meadow Park (existing)

The proposal would change the view significantly with the vacant areas beyond the existing residential building developed with buildings of significant scale and density. This would complement the character of the NOMA and the other developments taking place in this part of Victoria North and have a positive impact.



Viewpoint 1 St Michael's Flags and Angel Meadow Park (proposed Cumulative)

Viewpoint 2 is on Corporation Street, on the boundary of the Shudehill conservation area, looking towards Miller Street/Cheetham Hill Road. It is a long-distance view of the site. The Cooperative Wholesale Society Building and New Century House, grade II, are on the eastern side of Corporation Street. The decorative façade of Parker's Hotel, grade II, contrasts with the recently completed 4 Angel Square. There is a cluster of modern, tall buildings at this junction alongside New Victoria. The façade of Victoria train station can be seen to the south-west.



Viewpoint 2 Corporation Street (existing left) (proposed right cumulative)

The proposed taller elements would be highly visible. Most of the proposal would be screened in this view, but it would feel more developed, particularly the backdrop of the listed Parker's hotel and the historic pattern of development. The proposal would complement the emerging scale of building in this part of Victoria North.

Viewpoint 3 from around Manchester Cathedral and the public spaces around it. The site is seen over the public space in Cathedral Gardens. The extension of Chetham's school of music is in the foreground and the National Football Museum is in Cathedral Gardens. The grade II Corn Exchange is to the southeast and the grade I

Manchester Cathedral to the south. There are also long-distance views of the River Irwell with tall buildings in the distance including the CIS tower and New Victoria.



Viewpoint 3 Manchester Cathedral (existing)



Viewpoint 3 Manchester Cathedral (proposed cumulative)

The proposal would be visible in this highly sensitive view with new tall building seen from the Cathedral conservation area. The majority of the development would be screened from view by existing development, but the development at plot RB10 would be partially visible behind New Victoria. This would add to the cluster of tall building evolving the city skyline.

Viewpoint 4 is from the Smithfield conservation area at the junction of Shudehill and Swan Street. It is dominated by large scale buildings on Shudehill, Miller Street and Rochdale Road. The buildings on Swan Street are smaller-scale and more historic, although there are tall buildings on either side of Swan Street at the junction with Rochdale Road and Shudehill.



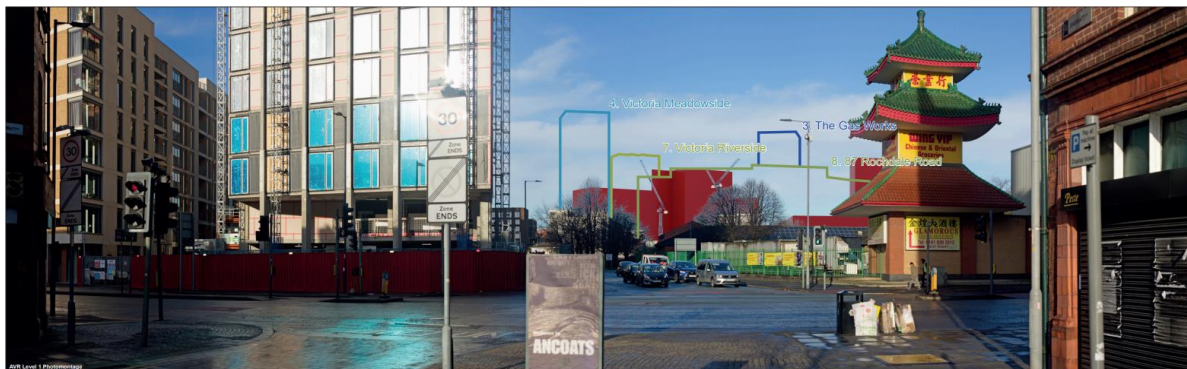
Viewpoint 4 Smithfield (existing left) (proposed right cumulative)

The proposal would not be visible being largely obscured by developments at NOMA.

Viewpoint 5 is from the Ancoats conservation area on Sherratt Street. Buildings are mainly medium scale historic red brick building in the conservation area including Victoria Square (grade II) and terraces along Anita Street. It is an open view towards New Cross where a significant amount of construction activity is taking place. Cranes associated with construction works in the Lower Irk Valley are visible.



Viewpoint 5 Ancoats (existing)



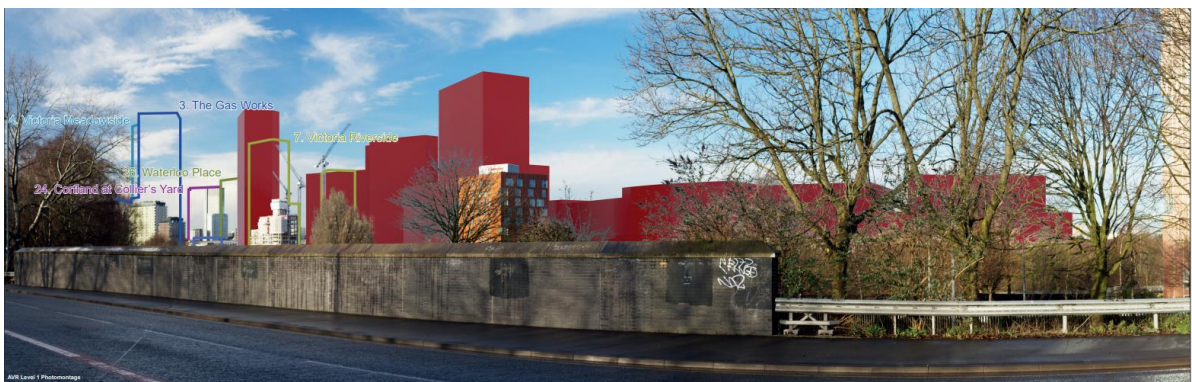
Viewpoint 5 Ancoats (Proposed)

The proposal would form additional tall buildings in the edge of the conservation area. Plot RB10 would be screened by existing buildings under construction in New Cross. Other plots such as RB06/RB07 and RB16/RB17 would be visible across Oldham Road and at receding scale. The proposal would have a positive impact on the cityscape and will evolve as the objectives of the SRF are realised.

Viewpoint 6 is from a railway bridge on Rochdale Road. Views are limited by the wall on the railway bridge. There are views along Rochdale Road, with vegetation alongside the railway corridor. There are longer-distance views towards the city centre where there is a cluster of medium- to high-rise modern buildings in the Lower Irk Valley, Strangeways, NOMA and City Centre. Cranes associated with the construction in the Lower Irk Valley are visible.



Viewpoint 6 Rochdale Road (Railway Bridge) (existing)



Viewpoint 6 Rochdale Road (Railway Bridge) (proposed)

The proposal would be highly visible. The height of some of the taller buildings, including RB10, RB16 and RB17, would significantly increase the scale of development and alter the skyline. The view would change again with the development of plots NT02-04 which would obscure the development at Red Bank.

Viewpoint 7 is on Dantzig Street, adjacent to Angel Square. Medium-rise residential development is visible on Dantzig Street, and a high-rise residential development is under construction. There are older red brick buildings in the area on Angel Street together with Angel Meadow and NOMA.



Viewpoint 7 Dantzic Street (existing left) (proposed cumulative right)

The proposal would be a prominent addition. Plot RB10 would be a significant addition above existing low-rise buildings. Other plots would be visible at a greater distance and smaller relative scale. The proposal would complement the other recent additions to this view at Meadowside and ensure that RB10 fits positively into the cityscape.

Viewpoint 8 is from a greenspace on top of a former colliery within the Lower Irk Valley, accessed from Dalton Street, Collyhurst Road, Sand Street and Kentford Drive. Woodland and greenspace obscure the view to the city centre. Modern high-rise development in the Lower Irk Valley, NOMA and Manchester City Centre are visible. Cranes associated with construction work are also visible.



Viewpoint 8 Sand Hills Park, Collyhurst (existing)



Viewpoint 8 Sand Hills Park, Collyhurst (proposed)

The proposal would form a dominant feature. Its full extent would be evident, would result in significant change and add to the transformation of the skyline.

Viewpoint 9 is from a row of two-storey homes opposite a high-rise block. The railway line is nearby. The view along Dalton Street is the most open aspect. There are views towards high-rise development in NOMA, Strangeways, Lower Irk Valley and City Centre.



Viewpoint 9 Dalton Street (existing left) (proposed right cumulative)

The proposal would be prominent, and the view would be altered to one of tall buildings as a result of plots RB10, RB16 and RB17 extending the scale of the city centre into the Lower Irk Valley. The view would be altered again with the development at plots NT02-04.

Viewpoint 10 has long distance views of the city centre from Queen's Road by the railway bridge and Metrolink stop. The Metrolink line is visible as is Queen's Road depot and the platforms of the Queen's Road stop.



Viewpoint 10 Queen's Road (near Metrolink) (existing)



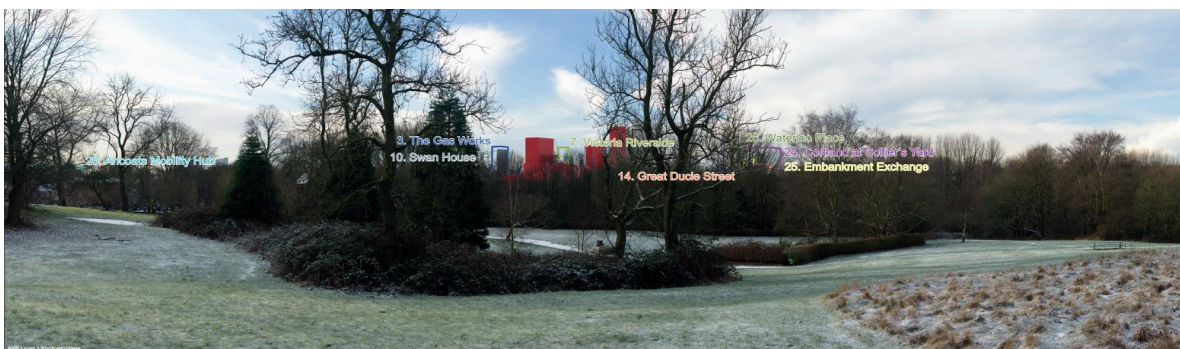
Viewpoint 10 Queen's Road (near Metrolink) (proposed)

The proposal would largely obscure the view of the city centre and add positively to the skyline. The height of plots RB16 and RB17 would be evident RB10 would form the tallest building and provide a focal point. The view would alter when plots NT02-04 are developed along Dantzie Street.

Viewpoint 11 is from the centre of Queens Park, close to a former museum and gallery. The Park is set upon a relative high point with views over the surrounding landscape restricted by woodland and vegetation. The landform slopes down to the site towards the Lower Irk Valley. High-rise development at NOMA and the City Centre is visible beyond woodland along the River Irk.



Viewpoint 11 Queen's Park (existing)



Viewpoint 11 Queen's Park (proposed cumulative)

The view of the proposal would be limited due to park vegetation. The upper elements of the taller building would be seen above the tree line including RB10, RB06 and RB17 which would contribute positively to a cluster of tall buildings. This would change the backdrop to the park although the relative openness of the view would remain evident.

Viewpoint 12 is from the residential area of Miles Platting. Oldham Road is flanked by low rise housing. A new residential development is opposite and high-rise buildings can be seen on Oldham Road. The site is residential development to the north-west of Oldham Road.



Viewpoint 12 Miles Platting (existing)



Viewpoint 12 Miles Platting (proposed)

Views of the proposal would be limited with only the upper levels of the taller plots seen such as RB10, RB16 and RB17. The lower building would not be legible and the view would be a modest change to the view.

Viewpoint 13 is from Cheetham Hill Road, adjacent to the shopping centre and is dominated by shops and parking. Cheetham Hill Road is flanked by trees. To the north, residential development within Cheetham Hill to the north of Queen's Road can be seen. Tall buildings within NOMA and Manchester city centre, including the CIS Tower and Co-operative Building, are visible along with several cranes.



Viewpoint 13 Manchester Fort (existing)



Viewpoint 13 Manchester Fort (proposed)

The proposal would change the background to Manchester Fort. There would be limited impact from lower buildings, but the upper levels of the taller building would be seen. The open view beyond the Fort would be lost but the change would be positive as part of the transformation of the skyline.

Viewpoint 14 is from where Peel Street meets Stanley Street and is dominated by low rise industrial buildings. Manchester Fort is on the left. Vegetation on the road is visible in the middle distance. High rise city centre developments are visible.



Viewpoint 14 North Street (existing)



Viewpoint 14 North Street (proposed cumulative)

The proposal would be large and significant and the height of RB10 would be noticeable. RB01-RB05 would enclose the view behind the industrial buildings. Long distance views of the city centre along Stanley Street would be retained. The proposal is consistent with the magnitude of change envisaged for the area, transforming it from low rise and poor quality former industrial area to a high quality residential led neighbourhood.

Viewpoint 15 is from the Grade II St Chad's Roman Catholic Church. Commercial premises on Cheetham Hill Road are visible at the end of St Chad's Street and there are low-rise red brick industrial development. Vegetation in the Lower Irk Valley is visible in the distance. High rise development can be seen to the southeast including the Green Quarter.



Viewpoint 15 St Chad's (existing)



Viewpoint 15 St Chad's (proposed cumulative)

The proposal would form a new backdrop to the industrial building. RB10 would form a tall building but would not feel out of context due to the presence of other taller buildings. This would have a marginal impact on the setting of the listed building. The lower buildings would be visible along St Chad's Street including RB12B, RB06 and RB07 and would be viewed in the context of the commercial buildings.

Viewpoint 16 is from the corner of Red Bank and New Century Park, close to the railway line, which restricts the view. Modern high-rise development along Red Bank and New Century Park limits outward views.



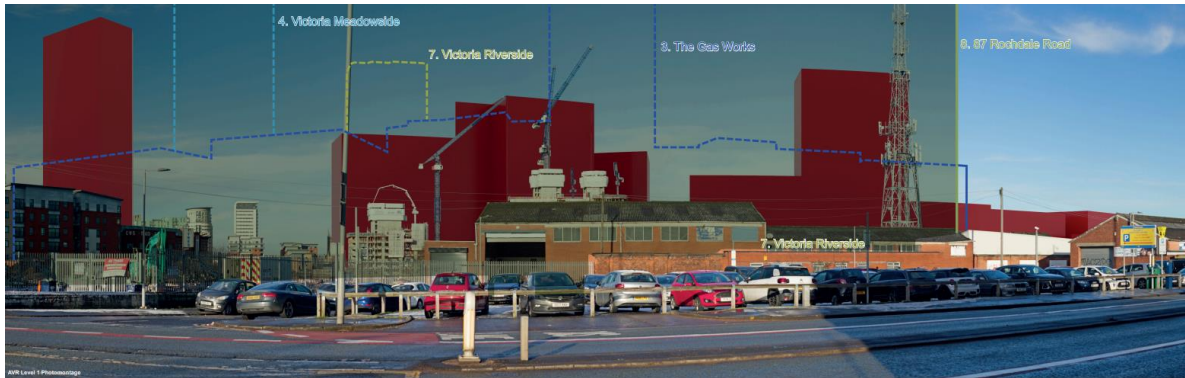
Viewpoint 16 (existing left) (proposed right)

The proposal would change the view with the tall building at RB10 seen above the railway viaduct. The scale and massing of the other buildings (RB06/RB07) would be less significant. The main effect would be from RB10 which would mark the start of the new Red Bank neighbourhood.

Viewpoint 17 is from Rochdale Road/ Sudell Street and opposite Clive Street. Views to the north-west are long-distance towards industrial development in New Cross with the Lower Irk Valley beyond. Several high-rise developments and construction works are visible. The spire of St Chad's Church (grade II) is visible. A large telecommunications mast is to the north. Modern high-rise development at NOMA is on the horizon.



Viewpoint 17 Rochdale Road (existing)



Viewpoint 17 Rochdale Road (proposed)

The proposal would be close to this view. RB10 would be a landmark with buildings receding in scale as they extend away from the city centre. The majority of the taller buildings would be visible across Rochdale Road with existing commercial buildings in the foreground. This would be a significant change to the skyline.

This would be a large, significant and transformational development which would create a new neighbourhood. The townscape assessment demonstrates that it would be highly visible from many views dramatically changing the skyline in a positive way. The overall impact would be beneficial with the impact of the height not being unduly harmful.

There would be some impact where it would clearly be seen in the same context as heritage assets. However, this would not affect the significance of the listed buildings and conservation areas as a whole which would remain legible and understood.

Any harm that does occur would be low level and outweighed by the substantial regeneration benefits that the development would deliver. This is considered in detail elsewhere in the report.

Layout, scale, external appearance and visual amenity

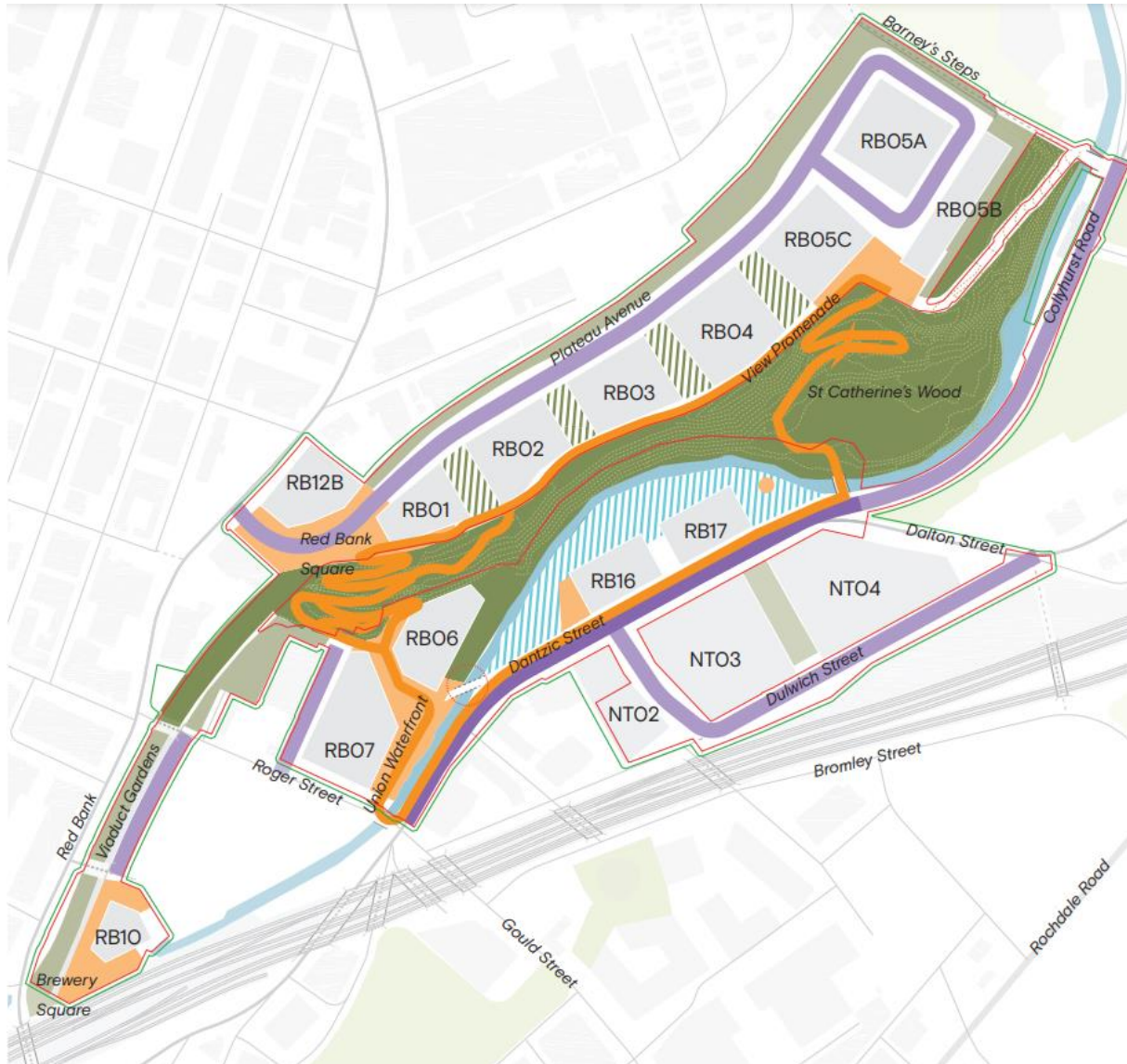
A masterplan for the Red Bank and New Town area has 3 main development areas in this part of Victoria North:

- Red Bank Viaduct – a riverside destination of bars, restaurants and leisure spaces including new hub at Brewery Square and a landmark building (RB10);
- Plateau – family focused residential area together with a primary school and green spaces; and
- New Town (subject to planning application 136814/FO/2023) – creation of a new high street along Dantzig Street and new high density residential accommodation.

This outline planning application focuses on the Red Bank Viaduct and Plateau aspects of this masterplan but it is necessary to understand the masterplan and linkages as a whole.

Development areas – Red Bank Viaduct (pink), Plateau (green) and New Town (blue)

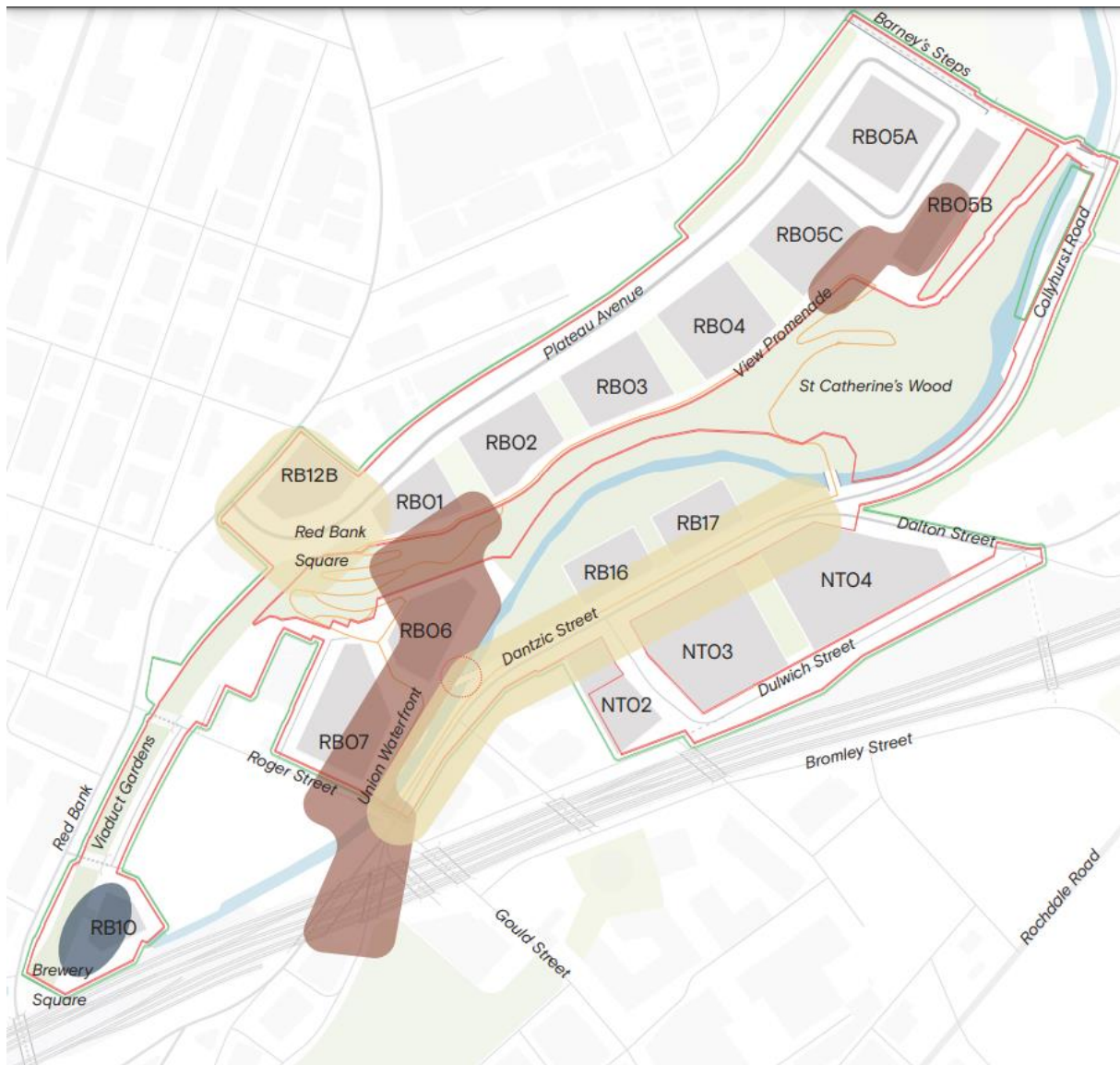
A one mile active travel loop would provide a car free pedestrian and cycle routes to all key parts of the area. The loop would work with the topography and provide steeper gradients for higher intensity workouts.



City River Park (central green spaces), green fingers (hatched green) and one mile route (orange)

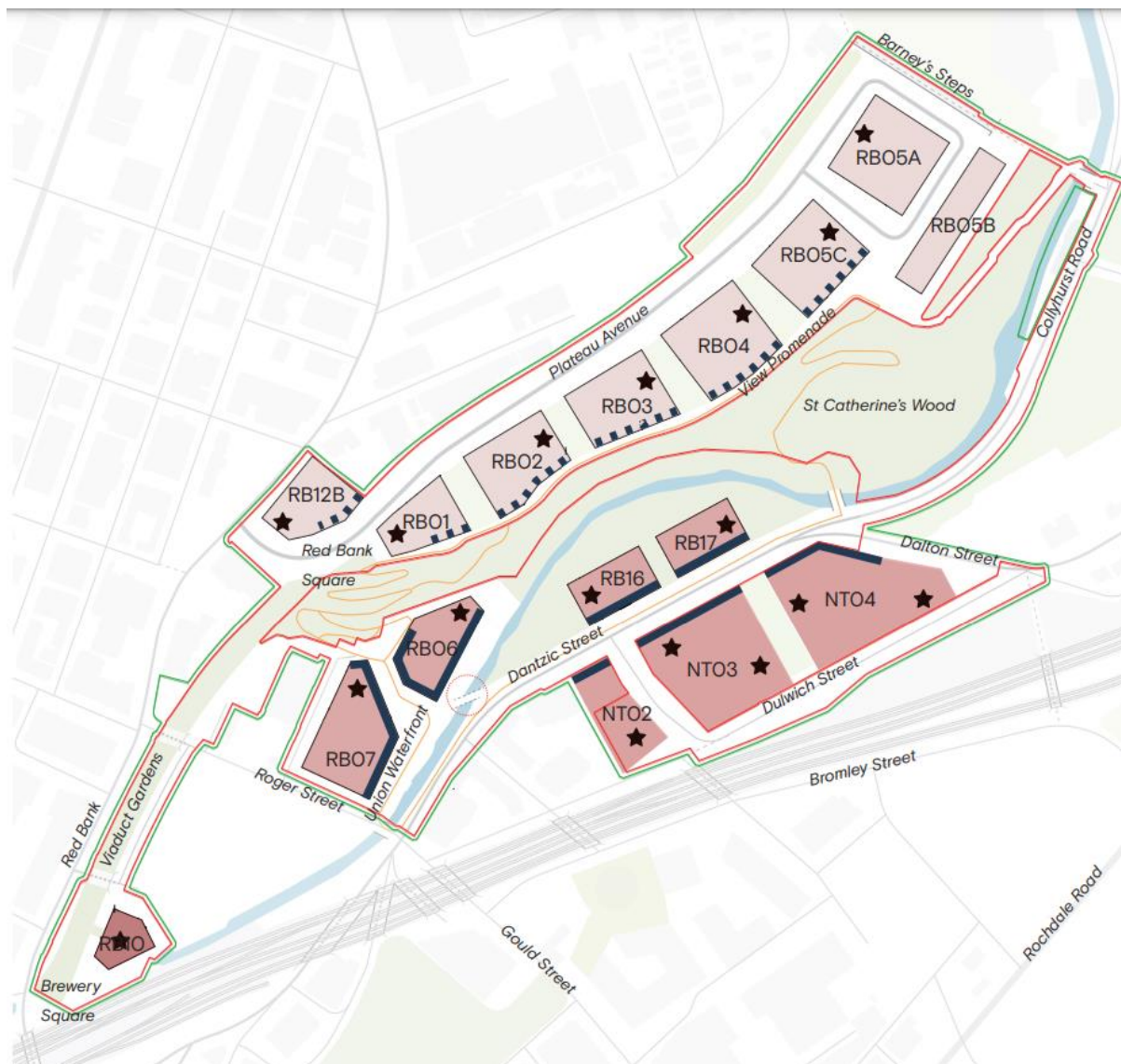
Vehicle movements in the area would be minimised and limited to a number of streets. Plateau Avenue, Dulwich Street and Chase Street would be access only and only emergency vehicles could access Ridgeview Promenade, Union Waterfront or the green fingers.

Commercial uses would be focused on Dantzic Street and in Red Bank Square. Community and social infrastructure would animate key public spaces of Union Waterfront, Ridgeview Promenade and St Catherine's Square. There would be a market at Brewery Square opposite the Red Bank Arches. Elsewhere, homes would activate streets and spaces.



Brewery Square (blue), Union Waterfront and Ridgeview Promenade (brown) and Red Bank Square and Dantzic Street (yellow)

The residential mix would be higher density for Red Bank Viaduct and New Town with family accommodation on the Plateau. Building heights would be taller around Red Bank Viaduct whilst the Plateau contains lower buildings around courtyards.



Darker blocks indicate taller buildings with lighter blocks highlight low rise buildings



Masterplan

Red Bank Viaduct

Brewery Square would be flexible and host events. RB10, would be a landmark building identified in the SRF.



Indicative layout Red Bank Viaduct

Union Waterfront would be activated by restaurants, bars and community uses and animated by RB06 and RB07. There would be taller elements with shoulder elements at 7 to 8 storeys. The Water Front would be a vibrant commercial space with green riverside terrace and connects with the City River Park and Plateau. The terraces would provide places to sit and include mature trees



Union Water front



Indicative image of the building heights for RB06 and RB07 along Union Water Front

Red Bank Terraces would connect Red Bank Viaduct with the Plateau and form part of the one mile loop. They provide opportunities for play, exercise and dwell.

Plateau

Family housing would be created on the Plateau. The indicative layout shows a playground, a primary school and two public squares.

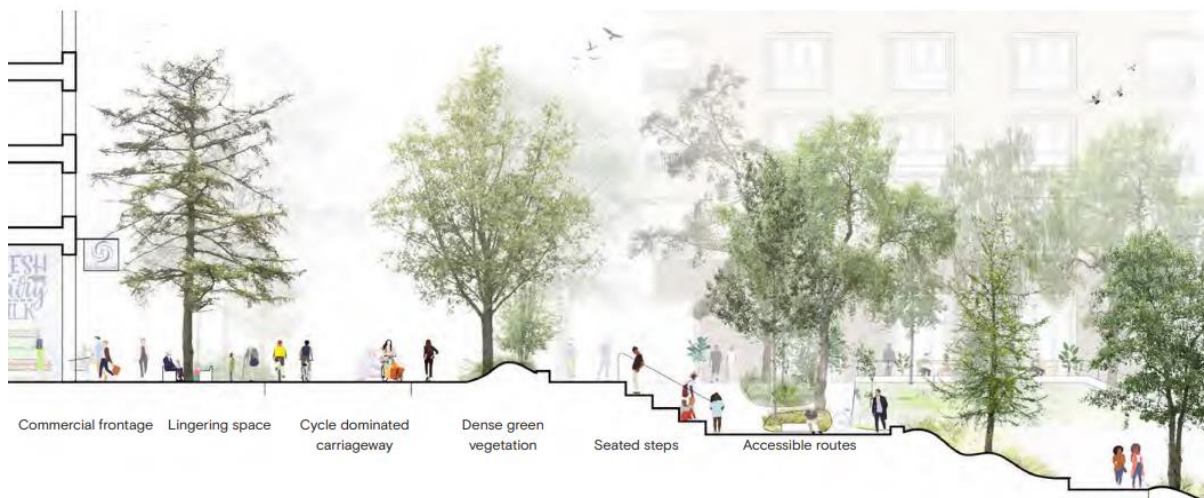


Plateau layout



Green Spaces at the Plateau

Plateau Avenue would be access only for residents. An elevated park would line the south of the site. A linear park would be created along the new access road and Ridgeview Promenade which would be part of the one mile loop. Red Bank Square would be the gateway to the Plateau and would form a spill out area for RB12 commercial units and connect to Red Bank terraces.



Indicative layout of Red Bank Square including section

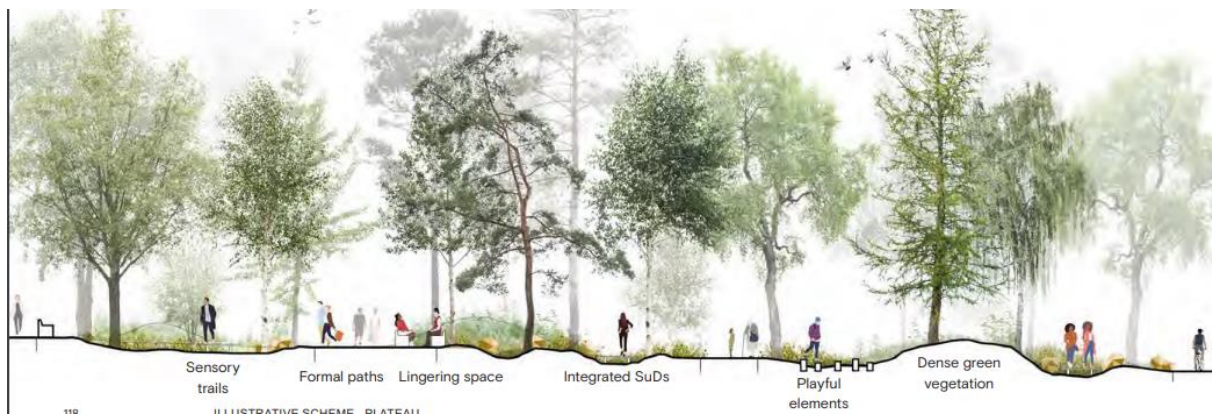
St Catherine's Square would be activated by a Clubhouse containing co-working spaces, a café, play facilities and a primary school. The square would include trees and planting.



Indicative layout and image of St Catherine's Square

The green fingers would be densely planted and activated by the front doors. They would provide a green link between Plateau Avenue and Ridgeview Promenade.

They provide significant ecology and biodiversity benefits with a variety of planting and habitats.



Indicative image of the Green Fingers including section

Each block would contain a landscaped courtyard linked into the one mile loop and City River Park.



Indicative image of the courtyards

The Plateau would be less dense and indicative building heights are in the region of 5-6 storeys. This would be punctuated by taller elements of up to 13 storeys including a building of up to 24 storeys at Red Bank Square.



Indicative building heights along Ridgeview Promenade looking towards Red Bank Viaduct

There is limited information on the appearance of the building with details coming forward as part of future applications. Some key principles require buildings to have a clear composition and regular rhythm.

The indicative layout and building height are consistent with the SRF. The masterplan demonstrates that linkages, public and private spaces can be created with placing making and public realm at the heart of the proposals.

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

Accessible public realm would provide a setting of the proposal, including extensive tree planting, shrubs, perennials and seasonal bulb planting. Seating would be age friendly. Where on street parking is proposed, a street tree would be planted for every two parking spaces. Cycle lanes would be segregated.

Open Space and Sports Provision

Paragraph 98 of Section 8 of the NPPF requires development to provide access to high quality open spaces and opportunities for sport and physical activity which have an important impact on health and well being and help to address climate change. The NPPF requires an up to date assessment of the need for open space, sport and recreation facilities and opportunities for new provision.

The Core Strategy reflects the need to provide sports and recreation facilities where opportunities arise within policy EN11. This policy requires developments to include open space, sport and recreation and should be accessible to disabled people, pedestrians and cyclists and should enhance biodiversity.

Sport England have raised an objection to the application on the grounds of the conflict with section 8 of the NPPF.

As the population grows in this area it would require access to green spaces, pedestrian and cycle links and sporting facilities. The proposal includes green spaces and improved access to the River. Public and private green spaces and a network of public squares for recreation and socialising would be created. A one mile loop would be created for pedestrians and cyclists only. These spaces would significantly improve biodiversity with the planting of diverse species.

The primary school would have a multi-use games area (MUGA) which would be available for community use outside school hours. The final specification of the MUGA and the community use strategy is to be agreed by planning condition.

It would be necessary to embed this new neighbourhood into its surroundings and connect residents and visitors to jobs, amenities and other services. A movement strategy would examine movement beyond the site. Where improvements are required, a strategy would be agreed including a timescale for implementation.

Impact on Trees

There is minimal tree cover within the application area which has been almost entirely cleared of vegetation as part of previous applications for enabling work and access. 9 individual trees; 10 groups of trees; and 1 woodland. Most of them are outside the application boundary.

The largest proportion of trees are of moderate quality (Category B), comprising large areas of continuous tree cover outside the site boundary. The remaining trees are low quality (Category C) and have been categorised as such due to significant defects, their young age and/or their small size.

The proposal would not remove any trees. Trees would be protected in line with relevant standards to avoid any impact on them as part of the development.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. No bats were recorded, or roost found and activity low. Greater Manchester Ecology Unit (GMEU) concur with its findings and advise that vegetation clearance should not be undertaken in bird nesting season. Trees and woodland areas should be protected during construction works.

The demolition works should not be undertaken until a Regulation 55 licence is issued to the Council. Japanese knotweed, Giant Hogweed, Cotoneaster and

Himalayan balsam have been recorded on site and a method statement should be prepared giving details of how these plants are to be controlled during development.

A condition would agree final details in order to comply with policy EN9 of the Core Strategy and ensure a biodiversity net gain at the site.

Biodiversity

The enabling works planning permissions required a Tree Replacement, Ecology and Biodiversity Net Gain Assessment. This would be a holistic approach to establish a pre-development baseline for which to assess the benefits of the proposal. The assessment shows that a net gain of 16.88% would be achieved.

A 30-year landscape and ecology management plan would be produced to monitor and manage the landscaping across the development area.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site based on the indicative massing and height of the development relative to these developments. Instances of overlooking which may result in a loss of privacy have been assessed.

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

The following properties were assessed:

- Green Quarter - Block 7 (The Hallmark
- Green Quarter - Block 5 (Britton House)
- Green Quarter - Block 6
- New Victoria - Block 2
- New Victoria - Block 1
- Victoria Meadow Side - Plot 2
- Victoria Meadow Side - Plot 3
- Victoria Meadow Side - Plot
- Emmeline Apartments
- Green Quarter - Block 7 (The Hallmark),
- Green Quarter - Block 4 (Jefferson Place),
- Green Quarter - Block 5 (Britton House),
- 609 Lincoln Gate,
- Green Quarter - Block 1 (Melia House),
- Green Quarter - Block 3 (Barton Place),
- Green Quarter - Block 2 (Masson Place),

- Green Quarter - Block 6,
- New Victoria - Block 2,
- New Victoria - Block 1,
- Parkers Apartments,
- Ashton House,
- Manchester Court,
- Homes for Students Manchester Court,
- Victoria Meadow Side - Plot 2,
- Victoria Meadow Side - Plot 3,
- The King of Kings School,
- 21 Naples Street,
- 23 Naples Street,
- Victoria Meadow Side - Plot 5,
- 60-62 Dalton Street,
- 64-66 Dalton Street,
- 68-70 Dalton Street,
- 72-74 Dalton Street,
- 76-78 Dalton Street,
- 80-84 Dalton Street,
- 29-35 Dalton Street,
- 9-27 Dalton Street,
- Emmeline Apartments,
- 1 Fairholme Caravan Site,
- 2 Fairholme Caravan Site,
- 2a Fairholme Caravan Site 6,
- B18-19 Fairholme Caravan Site 6,
- C32 Fairholme Caravan Site and
- 1d Fairholme Caravan Site

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.

Green Quarter - Block 7 (The Hallmark) 82 rooms have been assessed for NSL. As a result of the development, 58 (71.6%) would meet the criteria and 23 (28.4%) would be below the criteria.

For sunlight, 104 windows have been assessed. As a result of the development, 94 window (90.4%) would meet the BRE criteria and 10 (9.65) would experience a major impact.

Green Quarter - Block 5 (Britton House) 201 rooms have been assessed for NSL and all would meet the criteria with the development in place.

For sunlight, 256 windows have been assessed. As a result of the development, 254 windows (99.2%) would meet the BRE criteria, 1 window (0.4%) would have a moderate impact and 1 (0.4) would experience a major impact.

Green Quarter - Block 6 A 298 rooms have been assessed for NSL. As a result of the development, 202 (67.8%) would meet the criteria and 96 (32.2%) would be below the criteria.

For sunlight, 355 windows have been assessed. As a result of the development, 336 window (94.664%) would meet the BRE criteria, 6 (1.7%) would experience a minor impact , 4 (1.1%) would experience a moderate impact and 9 (2.5%) would experience a major impact.

Green Quarter - Block 6 B 152 rooms have been assessed for NSL. As a result of the development, 14 (9.2%) would meet the criteria and 138 (90.8%) would be below the criteria.

For sunlight, 182 windows have been assessed. As a result of the development, 169 window (92.9%) would meet the BRE criteria and 13 (7.1%) would experience a major impact.

New Victoria - Block 2 79 rooms have been assessed for NSL and 72 windows for APSH. There are no daylight and sunlight impacts on this development.

New Victoria - Block 1 102 rooms have been assessed for NSL and 95 windows for APSH. There are no daylight and sunlight impacts on this development.

Victoria Meadow Side - Plot 2 305 rooms have been assessed for NSL. As a result of the development, 235 (77%) would meet the criteria and 70 (23%) would be below the criteria.

For sunlight, 84 windows have been assessed. As a result of the development, all 84 windows would meet the criteria.

Victoria Meadow Side - Plot 3 146 rooms have been assessed for NSL. As a result of the development, 100 (68.5%) would meet the criteria and 46 (31.5%) would be below the criteria.

For sunlight, 59 windows have been assessed. As a result of the development, all 84 windows would meet the criteria.

Victoria Meadow Side - Plot 5 176 rooms have been assessed for NSL. As a result of the development, 172 (97.7%) would meet the criteria and 4 (2.3%) would be below the criteria.

For sunlight, 10 windows have been assessed. As a result of the development, all 84 windows would meet the criteria.

Emmeline Apartments 73 windows have been assessed for NSL and 54 windows for APSH. There are no daylight and sunlight impacts on this development

Green Quarter - Block 4 (Jefferson Place) 455 windows have been assessed with for VSC. As a result of the development, 338 (74.3%) would meet the VSC criteria whilst 77 (16.9%) windows experience a minor impact, 39 (8.6%) a moderate impact and 1 (0.2%) a major impact.

For sunlight, 401 windows have been assessed. As a result of the development, 317 window (79.1%) would meet the BRE criteria, with 35 (8.7%) windows experiencing a minor impact, 19 windows (4.7%) experiencing a moderate impact and 30 (7.5%) experiencing a major impact.

609 Lincoln Gate 223 windows have been assessed for VSC. As a result of the development, 193 (86.5%) would meet the VSC criteria whilst 27 (12.1%) windows experience a minor impact and 3 (1.3%) would have a moderate impact.

For sunlight, 164 windows have been assessed. As a result of the development, 141 window (86%) would meet the BRE criteria, with 2 (1%) experiencing a moderate impact, and 21 (12.8%) experiencing a major impact.

Green Quarter - Block 1 (Melia House) 342 windows have been assessed for VSC. As a result of the development, 285 (83.3%) would meet the VSC criteria whilst 41 (12%) windows experience a minor impact and 12 (3.5%) would have a moderate impact and 4 (1.2%) would have a major impact.

For sunlight, 200 windows have been assessed. As a result of the development, 178 window (89%) would meet the BRE criteria, with 7 (3.5%) experiencing a minor impact, 2 (3.5%) experiencing a moderate impact and 13 (6.5%) experiencing a major impact.

Green Quarter - Block 3 (Barton Place) 328 windows have been assessed for VSC. As a result of the development, 185 (56.4%) would meet the VSC criteria whilst 73 (22.3%) windows experience a minor impact, 51 (15.5%) would have a moderate impact and 19 (5.8%) would have a major impact.

For sunlight, 258 windows have been assessed. As a result of the development, 155 window (60.1%) would meet the BRE criteria, with 18 (7%) experiencing a minor impact, 29 (11.2%) experiencing a moderate impact and 56 (21.7%) experiencing a major impact.

Green Quarter - Block 2 (Masson Place) 325 windows have been assessed for VSC. As a result of the development, 108 (33.2%) would meet the VSC criteria whilst 70 (21.5%) windows experience a minor impact, 51 (15.7%) would have a moderate impact and 96 (29.5%) would have a major impact.

For sunlight, 265 windows have been assessed. As a result of the development, 164 window (61.9%) would meet the BRE criteria, with 9 (3.4%) experiencing a minor impact, 2 (0.8%) experiencing a moderate impact and 90 (34%) experiencing a major impact.

Parkers Apartments 161 windows have been assessed for VSC. As a result of the development, 151 (93.8%) would meet the VSC criteria whilst 10 (6.2%) windows experience a minor impact.

For sunlight, 10 windows have been assessed which meet the APSH criteria currently and with the proposed development in place.

Ashton House 112 windows have been assessed for VSC. As a result of the development, 50 (44.6%) windows would experience a minor impact, 57 (50.9%) would have a moderate impact and 5 (4.5%) would have a major impact. There are no sunlight impacts.

Manchester Court 28 windows have been assessed for VSC. As a result of the development, 13 (46.4%) windows would meet the VSC criteria, 4 (14.3%) would have a minor impact and 11 (39.3%) would have a moderate impact.

For sunlight, 4 windows have been assessed which meet the APSH criteria currently and with the proposed development in place.

Homes for Students Manchester Court Green Quarter - Block 3 (Barton Place) 79 windows have been assessed for VSC. As a result of the development, 38 (48.1%) would meet the VSC criteria whilst 34 (43%) windows experience a minor impact and 7 (8.9%) would have a moderate impact. There are no sunlight impacts.

The King of Kings School 64 windows have been assessed for VSC. As a result of the development, 54 (84.4%) would meet the VSC criteria whilst 10 (15.6%) windows experience a minor impact.

For sunlight, 20 windows have been assessed which meet the APSH criteria currently and with the proposed development in place.

21 Naples Street 76 windows have been assessed for VSC. As a result of the development, 75 (98.7%) would meet the VSC criteria whilst 1 (1.3%) window would experience a minor impact.

For sunlight, 15 windows have been assessed. As a result of the development, all 15 windows would meet the criteria.

23 Naples Street 116 windows have been assessed for VSC. There are no daylight and sunlight impacts on this development.

For sunlight, 22 windows have been assessed. There are no daylight and sunlight impacts on this development.

60-62 Dalton Street 6 windows have been assessed for VSC and APSH. There are no daylight and sunlight impacts on this development.

64-66 Dalton Street 5 windows have been assessed for VSC. There are no daylight and sunlight impacts on this development.

68-70 Dalton Street 4 windows have been assessed for VSC and APSH. There are no daylight and sunlight impacts on this development.

72-74 Dalton Street 4 windows have been assessed with all the windows meeting the VSC criteria. As a result of the development, all 4 windows would continue meet the criteria. There are no sunlight impacts.

76-78 Dalton Street 6 windows have been assessed. There are no daylight and sunlight impacts on this development.

80-84 Dalton Street 13 windows have been assessed for daylight and 8 windows for sunlight.

There are no daylight and sunlight impacts on this development.

29-35 Dalton Street 20 windows have been assessed for VSC and 1 window for sunlight. There are no daylight and sunlight impacts on this development.

19-27 Dalton Street 33 windows have been assessed for VSC and 5 windows for APSH. There are no daylight and sunlight impacts on this development.

1 Fairholme Caravan Site 10 windows have been assessed for VSC. As a result of the development, 6 windows (60%) would meet the criteria, 2 windows (20%) would have a minor impact and 2 (20%) would have a moderate impact. 10 windows have been assessed for Sunlight which would meet the APSH criteria.

2 Fairholme Caravan Site 18 windows have been assessed for VSC and 15 windows for sunlight. There are no daylight and sunlight impacts on this development.

2a Fairholme Caravan Site 6 windows have been assessed for VSC and 4 windows for sunlight. There are no daylight and sunlight impacts on this development.

B18-19 Fairholme Caravan Site 6 windows have been assessed for VSC. As a result of the development, 3 windows (50%) would meet the criteria, 3 windows (20%) would have a moderate impact. 6 windows have been assessed for APSH and would meet the criteria.

C32 Fairholme Caravan Site 11 windows have been assessed for VSC. As a result of the development, 9 windows (81.8%) would meet the criteria, 2 windows (18.2%) would have a minor impact.

For sunlight, 7 windows have been assessed. As a result of the development, 6 (85.7%) would meet the criteria with 1 window (14.3%) experiencing a major impact.

1d Fairholme Caravan Site 12 windows have been assessed for VSC. As a result of the development, 11 windows (91.7%) would meet the criteria and 1 windows (8.3%) would have a minor impact. 6 windows have been assessed for APSH which would meet the criteria.

The overall impact of this development is within an acceptable limit for daylight and sunlight. A large number of windows and rooms would experience a reduction in daylight and sunlight. The impacts are considered acceptable within an urban environment and would not warrant refusal of the application.

The daylight and sunlight assessment has also considered the impacts on a number of consented schemes, scheme pending planning permission or under construction.

These schemes are as follows:

- Victoria Riverside (under construction)
- Meadowside Plot 4 (planning permission granted)
- The Gas Works (pending planning permission)
- 1 Lord Street (planning permission granted)

The conclusions of the assessment are as follows:

Victoria Riverside 1740 rooms have been assessed for NSL. As a result of the development, 1217 (69.9%) would meet the NSL criteria whilst 523 (30.1%) would be below the criteria.

For sunlight, 1740 rooms have been assessed. As a result of the development, 1344 window (77.2%) would meet the BRE criteria and 396 (22%) being below the criteria.

Meadowside Plot 4 681 windows have been assessed with for VSC. As a result of the development, 595 (87.4%) would meet the VSC criteria whilst 15 (2.2%) windows experience a minor impact, 10 (1.5%) a moderate impact and 16 (2.3%) a major impact. There are no sunlight impacts on this development

The Gas Works 1550 windows have been assessed with for VSC. As a result of the development, 1320 (85.2%) would meet the VSC criteria whilst 137 (8.8%) windows experience a minor impact, 63 (4.1%) a moderate impact and 28 (1.8%) a major impact.

For sunlight, 244 windows have been assessed. As a result of the development, 242 windows (99.2%) would meet the BRE criteria whilst 2 (0.8%) windows would experience a minor reduction.

1 Lord Street 155 windows have been assessed with for VSC. As a result of the development, 150 (96.8%) would meet the VSC criteria whilst 3 (1.9%) windows experience a minor impact and 2 (1.3%) a moderate.

For sunlight, 155 windows have been assessed and all would meet the criteria.

The following amenity spaces were also considered:

New Century Park, Green Quarter - Block 5 (Britton House) Ground Floor Amenity, Green Quarter – Blocks 2 and 3b Amenity, Green Quarter - Block 6 Amenity, 29-35 Dalton Street Garden, 19-27 Dalton Street Garden, Emmeline Apartments - Ground Floor Garden, 1 Fairholme Caravan Site Garden, 2a Fairholme Caravan Site

Garden, B18-19 Fairholme Caravan Site Garden, C32 Fairholme Caravan Site Garden, 41d Fairholme Caravan Site Garden.

Six of the 12 amenity spaces considered currently meet the BRE criteria i.e. they receive at least two hours of sunlight on the 21 March on at least 50% of the area. With the indicative development in place, only one of the amenity spaces would be below the criteria with the effect being minor.

As there are only indicative details at this stage, it is recommended that a detailed daylight, sunlight and overshadowing assessment is undertaken for each detailed phase of the application and this is secured by planning condition.

(b) TV reception

A TV reception survey has concluded that there would be minimal impact on digital television services or digital satellite television services. As each development comes forward, a TV survey would be required to demonstrate that no unacceptable impacts would arise, and this should be monitored during the works. A post completion survey should verify that that no additional mitigation is required.

(c) Air Quality

The site is not located in the Greater Manchester Air Quality Management Air (AQMA) where air quality conditions are poor. However, the AQMA is located along Cheetham Hill Road which is 150 metres to the north on Cheetham Hill Road which may be used for construction traffic and by occupants of the proposal.

The site is in an area where air quality is mainly influenced by emissions from vehicles using local roads, including major roads such as the A664, A665 and minor roads such as Collyhurst Road, Red Bank and Dantzic Street.

The site is close to homes, educational establishments, offices, hotel, medical facilities and other commercial uses. These uses could be affected by construction traffic and that associated with the completed scheme and have been identified as having a high to medium sensitivity to local air quality conditions.

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

The assessment of the air quality impacts when complete 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).

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that there are larger apartment buildings nearby, particularly in the Green Quarter, that would be affected by construction vehicles accessing the site. There are likely to be cumulative impacts from nearby developments which may be under construction at the same time including NT02-NT04 along Dantzic Street.

The impact on human health would be high for demolition, earthworks, and construction and medium for transport activities. The main impact on local air quality conditions would be dust from the demolition and construction activities.

With appropriate mitigation in place, such as dust suppression measures, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, the impact on local air quality conditions should be minimised. These measures would be secured through the construction management plan condition.

Consideration has been given to the impact on future occupants and the surrounding area when the proposal is occupied. Although it would generate traffic, it would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}).

The 325 parking spaces would be fitted with an EV charging point or the infrastructure to be fitted with one as demand increases. 3250 cycle spaces would be provided with additional spaces in the public realm. A travel plan would encourage public transport use and reduce vehicle trips.

There are only indicative details for the energy strategy this would be a low carbon development with use of renewable technologies and electricity. Final details would be agreed as individual applications come forward.

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

(d) Wind environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. The assessment considered mitigation measures to minimise these impacts.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. 9 Scenarios (including existing conditions and with NT02-NT04 development complete) have been modelled to determine the wind speeds and the impact on pedestrian comfort and safety.

It is expected that, as a whole, the pedestrian safety and comfort for current wind conditions, shows that most locations are safe. There are a few exceedance of the pedestrian safety criteria at localised areas around some plots.

The wind assessment demonstrates that mitigation through landscaping and porous screens would ensure the public realm is suitable for its intended purpose. The assessment outlines that as further development emerge in the area, particularly within the New Town and Vauxhall Gardens areas, wind conditions should become calmer due to increased shielding from prevailing and less-prevailing winds.

Noise and vibration

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.

When the development is occupied, the new homes and commercial elements would need to meet the required acoustic specification of the homes to limit noise ingress and egress. This would be verified prior to occupation.

Provided that construction activities are carefully controlled and the plant 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.

Waste management

Policies EN19 and DM1 of the Core Strategy require applicants show consistency with the waste hierarchy which principally seeks applicants to re-use and recycle their waste.

The residential element is outline only and a planning condition should ensure that these details are appropriate and are agreed for the residential and commercial elements of the scheme including servicing arrangements.

Accessibility

There are limited details at this stage on the accessibility of the buildings and public realm which would need to be agreed as part of future applications.

Consideration has been given the accessibility and inclusivity of new public realm which would meet the needs of everyone including those with sensory, mobility and other impairments together with families and ensuring the development is age friendly.

The steep topography of the site can deliver accessible walkways and cycle paths and connect vehicular routes to residential areas and amenities.

A level of accessible car parking would be agreed as part of the development.

Flood Risk/surface drainage

The site is primarily situated in Flood Zone 1 with a less than 1 in 1000 annual probability of flooding. However, plots RB06, RB07, RB10, RB16 and RB17 ARE located in Flood Zone 2 with a greater than 1 in 100 annual probability of flooding (plus 35% climate change allowance). Flood risk is from the River Irk.

The site is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. The area is sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding. The residential use is identified as 'More Vulnerable' with offices and commercial space being 'Less Vulnerable'.

A Flood Risk Assessment (FRA) identifies that the layout of the buildings, their usage and public realm are in parts of the site which reduces their flood risk or are less vulnerable such as public realm and commercial uses.

Modelling has been carried out for this planning application, and the full planning application, to demonstrate that the developments can be brought forward independently, and that the development would not have an adverse flood risk on the site or elsewhere in the local catchment.

The FRA has demonstrated to the satisfaction of the Environment Agency that the proposal would have negligible impact on water levels across the site and that the flood water that would be displaced principally by plot NT04 would be minimal with any loss of floodplain compensated for within the proposed public realm in the widened Dantzic Street. In addition, there would be no adverse impact on flood risk on the site and elsewhere within the local catchment.

The proposal incorporates measures to minimise the risk of flooding on the development. This includes

- Raising of floor levels;
- Terraced wetlands along Travis Island;
- Flood defence wall to the west of plot RB16;
- Terracing along the northern bank of the river at RB06, RB07 and RB10.

The Environment Agency have raised no objection on the basis the proposal is carried out in accordance with the Flood Risk Assessment to secure the relevant mitigation required to minimise the risk to flooding. This should be a condition.

The sites location in Flood Zone 2, requires the application of the Sequential Test (and where applicable the Exception Test) as outlined in the NPPF and NPPG.

The NPPF directs that development in flood risk areas should not be permitted if there are reasonably available sites appropriate for the development, in areas with a lower risk of flooding.

Where possible, the more sensitive building uses have been located in Flood Zone 1, with the least vulnerable elements located in Flood Zone 2 i.e public realm and the commercial uses. In addition, flood mitigation measures can be used to realise developments on other relevant plots. The requirements of the Sequential Test have been satisfied.

The site is a long-standing regeneration priority for the City Council and has been identified within Northern Gateway SRF. This is a brownfield site that can accommodate high density housing in the form of 3250 homes, commercial space and new place making. This would contribute significantly to the Council housing land supply. There are no other reasonable alternative sites in this location capable of delivering that level of housing and the associated public benefits.

The public benefits would be significant and meets the requirements of the Exception Test. Management and mitigation measures would ensure that users are not vulnerable in the event of a flood.

A drainage scheme would manage surface water. The green infrastructure would provide sustainable measures to manage surface water. A new surface water outfall is proposed to the River Irk. Final details should be agreed by planning condition.

The level of contamination at the site, and risk to groundwater, should be considered in further detail by way of condition. It is not possible at this stage to determine if the remediation of the site can be achieved in a phased manner until further details have been provided and the risk to ground water minimised.

Details of piling and boreholes would need to be agreed prior to any works commencing at the site in order to minimise the risk to ground water.

The Flood Risk Management Team and the Environment Agency have raised no objection on the basis that flood mitigation measures are put in place and final details of a drainage scheme, remediation strategy, piling and boreholes are agreed.

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

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

A transport statement notes that all sustainable transport modes are nearby and indicates that traffic flows into and out of the area are likely to decrease as a result of the development.

Some improvements are required to ensure traffic and pedestrian flows into and out of the area remain safe. These include:

- extension of waiting restrictions along Lord Street to allow a two lane approach with the installation of a pedestrian crossing across Red Bank in the vicinity of the existing uncontrolled crossing;

- provision of a right turn arrow for vehicles turning into Lord Street;
- Re-validation of SCOOT at Cheetham Hill Road/Lord Street;
- Re-positioning of SCOOT loop/ducting on Lord Street.

Encouraging and enhancing pedestrian and cycling links is a requirement of the proposal to ensure that residents and visitors can access other parts of Red Bank, New Town and the city centre. Key pedestrian connections should be improved and made safe including improved links to cycle infrastructure. An effective signage strategy should promote pedestrian and cycle activity.

There would be 12% car parking provision (325 spaces) with an additional 25 for non-residential developments. This level is considered appropriate in this highly accessible location, near to public transport, walking and cycling facilities. 6% of the parking would be accessible. The parking would take the form of a centralised parking facility, on plot parking and parking along Plateau Avenue. There would be 3250 cycle spaces with additional provision for non-residential uses.

The development would be served by a private road from Red Bank. As this would be private, it would include EV charging points and street trees. The road would be managed by a Neighbourhood Management Company and the management arrangements should be agreed as part of the condition to ensure that the details are suitable for its use. This should also include a Road Safety Audit.

A servicing strategy would be required to be agreed to determine the arrangements for the servicing for this development include appropriateness of lay by design. Construction Management Plan should be agreed for future applications for this development to minimise the impact on the local highway network. A travel plan and construction management should be agreed by planning condition.

The proposal is considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. Alterations and conditions would be required to ensure key aspects of the development are acceptable once further details are known. The proposal accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. The aspiration would be that the development achieved Secured by Design Accreditation and it is recommended that detailed Crime Impact Statements are prepared as each individual development proposal comes forward. This should be secured as conditions.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The ground conditions are complex but a strategy and remediation package can be prepared to deal with this.

All work should be verified, including an assessment of the impacts on ground water and approval of the piling method together with gas monitoring. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The construction work would take place close to homes and businesses and comings and goings from the site are likely to be noticeable. There is also a lengthy construction programme associated with this development of 10 years.

Limited information has been provided at this stage about how construction activities would be monitored and managed including routing of construction vehicles, dust and noise suppression measures.

An indicative programme suggests plots RB01-05 and RB12b would begin in quarter 1 of 2025 and would finish in quarter 4 of 2029. Plots RB16, RB17, RB06, RB07 and RB10 would begin in quarter 3 2027 and finish by quarter 4 2032.

A condition requires a construction management plan to be agreed which would agree a highways management plan, consultation with residents and business together with wheel washing, dust and noise suppression measures.

Provided the initiatives agreed are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

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.

As this is an outline planning application, there is no requirement to prepare a fire statement at this stage. The HSE have requested that a condition of any approval would require the submission of fire statements for all future Reserved Matters or full applications.

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

Permitted Development

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

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

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

Aerodrome Safeguarding

Improvements are required to the radar at Manchester Airport as a result of the development. This is secured by way of planning condition.

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure the provision of onsite affordable housing as explained in the paragraph with heading “Affordable housing”.

There would be provision in the legal agreement to ensure that the project architect for each phase, once known, is retained to deliver the scheme in the interest of preserving the architectural quality of the scheme in line with policies EN1 and DM1 of the Core Strategy as explained in the paragraph with the heading “Visual Amenity”.

Conclusion

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

This is a strategically important site identified in the Northern Gateway SRF to deliver significant number of high-density homes to meet population and economic growth. The proposal is wholly consistent with planning policies including policies SP1, H1 and H4 which seeks to realise the regeneration benefits and deliver housing growth in strategic locations. The proposal would boost the City’s housing supply, and would be supported through the provision of a health centre and school. There would be improvements to green infrastructure, place making and public realm. Significant weight should be given to these matters as directed by paragraph 80 of the NPPF.

The indicative layout, height and scale would contribute positively to the Manchester skyline providing a range of building heights responding to the topography of the site and the character areas within the development.

This would be a low car development with 12% car parking of which 6% would be accessible. EV charging would be available. 3250 cycle spaces would be provided. Pedestrian and cycle movements across the site and beyond would be supported by public realm improvements which would encourage safe movements and create linkages to public transport (paragraphs 103, 105 and 111 of the NPPF). This would support climate change objectives.

The would be in excess of 10% biodiversity net gain across the development making this a truly exemplar development.

Consideration has been given to the impact of the development on the local area. There would inevitably be impacts in terms of the use and the scale of the building on light, noise, air quality, water management or wind conditions. However, none of these impacts would be unusual in this context and mitigation measures are in place to help to address them.

There would be some localised impacts on the historic environment (to the conservation area and nearby listed buildings) with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally. The proposal therefore accords with paragraphs 193, 194 and 196 of the NPPF and sections 66 and 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

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

Minded to Approve subject to signing a legal agreement in respect of affordable housing and secure the retention of the project architect

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout and scale together with landscaping and public realm principles. Further work and discussions have taken place with the applicant through the course of the application particularly in respect of highways. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions of approval

1) In this permission, the following definitions are applicable:

Demolition: Demolition of the existing buildings and structures as indicated on demolition plan RDB-MLM-00-RF-DR-AR-111003 P2 received by the City Council, as Local Planning Authority, on the 13 July 2023

- Demolition Phases: Phasing of the demolition of the existing buildings and structures
- Construction Phases: Phasing of the construction of buildings and or other associated works of the residential led mixed use development.

Reason – To clarify the various phases of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2)(a) The Demolition of existing buildings and structures, as shown on drawing RDB-MLM-00-RF-DR-AR-111003 P2 received by the City Council, as Local Planning Authority, on the 13 July 2023 (hereinafter called "Demolition Phases") must be begun not later than the expiration of three years beginning with the date of this permission.

(b) Applications for approval of all reserved matters for the Construction Phases of the development (hereinafter called "Construction Phases") must be made not later than the expiration of ten years beginning with the date of this permission. The development in any of the construction phases must be begun not later than the

expiration of two years from the approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

3) Approval of the details of the layout, scale, design and external appearance of the buildings, the means of access thereto and the landscaping of each Construction Phase (hereinafter called "the reserved matters") shall be obtained from the local planning authority in writing before any development is commenced within that Construction Phase.

Plans and particulars of the reserved matters shall be submitted in writing to the local planning authority and shall be carried out as approved.

Reason - To ensure the satisfactory development of the site and because this application is in outline only.

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

Drawings

RDB-MLM-00-00-DR-AR-211417 P1: Parameter Plan P1 Development Plots and Public Realm received by the City Council, as Local Planning Authority, on the 25 April 2023

RDB-MLM-00-RF-DR-AR-211418 P1: Parameter Plan P2 Movement received by the City Council, as Local Planning Authority, on the 25 April 2023

RDB-MLM-00-ZZ-DR-AR-211419 P2: Parameter Plan P3 Use received by the City Council, as Local Planning Authority, on the 11 August 2023

RDB-MLM-00-RF-DR-AR-211420 P1: Parameter Plan P4 Maximum Building Heights received by the City Council, as Local Planning Authority, on the 25 April 2023

RDB-MLM-00-RF-DR-AR-211421 P1: Parameter Plan P5 Site Levels received by the City Council, as Local Planning Authority, on the 25 April 2023

RDB-MLM-00-RF-DR-AR211180 received by the City Council, as Local Planning Authority, on the 25 April 2023

Supporting Information

Design and Access Statement prepared by Maccreanor Lavington, Schulze+Grassov and Op-en, Planning Statement prepared by Avison Young, Crime Impact Statement prepared by GMP, Environmental Standards Statement prepared by WSP, Fire Strategy Statement prepared by Hoare Lea, Local Labour Agreement Form prepared by Avison Young, Statement of Community Involvement prepared by Counter

Context, Sustainability Strategy prepared by WSP, Tall Building Statement prepared by Avison Young, Biodiversity Net Gain Assessment prepared by TEP and Utilities Statement prepared by WSP received by the City Council, as Local Planning Authority, on the 25 April 2023

Environmental Statement (Volume 2)

- Townscape and Visual Impact (Chapter 6) prepared by OPEN
- Ecology and Nature Conservation (Chapter 7) including: Arboricultural Impact Assessment prepared by TEP;
- Cultural Heritage (Chapter 8) prepared by WSP;
- Flood Risk and Drainage (Chapter 10) prepared by WSP;
- Transport and Access (Chapter 11) prepared by WSP
- Air Quality and Dust (Chapter 12) prepared by WSP
- Noise and Vibration (Chapter 13) prepared by WSP
- Daylight, Sunlight and Overshadowing (Chapter 14) prepared by WSP
- Wind Microclimate (Chapter 15) prepared by WSP
- Socio-Economics (Chapter 16) prepared by WSP
- Health and Wellbeing (Chapter 17) prepared by WSP
- Climate Change (Chapter 18) prepared by WSP

received by the City Council, as Local Planning Authority, on the 25 April 2023

Environmental Statement Volume 3: Appendices received by the City Council, as Local Planning Authority, on the 25 April 2023

Environmental Statement (Volume 4) Including appendices

Appendix I Ground Conditions Technical Note

Appendix II Transport and Access Technical Note

Appendix III Air Quality and Dust Technical Note

Appendix IV Noise and Vibration Technical Note

Appendix V Replacement Flood Risk Assessment and Drainage Strategy

Appendix VI Updated Planning Drawings

received by the City Council, as Local Planning Authority, on the 13 July 2023

Outline Application DAS Addendum (dated July 2023) received by the City Council, as Local Planning Authority, on the 13 July 2023

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

5)Any application for reserved matters for the Construction Phases relating to scale and layout shall be in accordance with the principles and parameters set out in the approved plans, in particular drawings:

- RDB-MLM-00-00-DR-AR-211417 P1: Parameter Plan P1 Development Plots and Public Realm received by the City Council, as Local Planning Authority, on the 25 April 2023

- RDB-MLM-00-RF-DR-AR-211418 P1: Parameter Plan P2 Movement received by the City Council, as Local Planning Authority, on the 25 April 2023
- RDB-MLM-00-ZZ-DR-AR-211419 P2: Parameter Plan P3 Use received by the City Council, as Local Planning Authority, on the 11 August 2023
- RDB-MLM-00-RF-DR-AR-211420 P1: Parameter Plan P4 Maximum Building Heights received by the City Council, as Local Planning Authority, on the 25 April 2023
- RDB-MLM-00-RF-DR-AR-211421 P1: Parameter Plan P5 Site Levels received by the City Council, as Local Planning Authority, on the 25 April 2023

The development shall comply parameters:

- No more than 3250 residential dwellings (Use Class C3a) including no more than 25% one bedroom, 63% two bedroom and 12% three bedroom;
- Non residential uses: no more than 6,300 sqm (gross internal area) of Use Class E (excluding convenience retail and gymnasiums), F and Sui Generis (excluding takeaways).
- Clubhouse: no more than 3600 sqm (gross external)
- Health centre: no more than 3600 sqm (gross external)
- Primary School: no more than 3000 sqm (gross external)
- Minimum of 3250 cycle spaces for the residential dwellings;
- No more than 325 car parking spaces for the residential dwellings including 21 accessible spaces and no more than 25 car parking spaces for the non residential uses;
- No more than 52 car parking spaces for NT02-NT04;
- No greater than the building heights specified on drawing RDB-MLM-00-RF-DR-AR-211420 P1: Parameter Plan P4 Maximum Building Heights received by the City Council, as Local Planning Authority, on the 25 April 2023

Reason: To ensure the development does not exceed the parameters disclosed in the planning application, pursuant to policies DM1 and SP1 of Manchester Core Strategy.

6) Prior to the commencement of the Demolition Phase, a detailed demolition phasing plan (including indicative timescales for implementation) for the demolition shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include plans and drawings, sequencing and timescales. The demolition shall then be carried out in accordance with the phasing plan and timescales agreed.

Reason - The demolition is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

7) Prior to the commencement of a Demolition Phase of the development, a detailed construction management plan outlining working practices for that Demolition Phase shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- 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 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 demolition shall be carried out in accordance with the approved construction management plans for the duration of the Demolition Phases of the development.

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

8) a) Prior to the commencement of a Demolition Phase, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the demolition phases 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 demolition phases of the development.

In this condition a Local Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour 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).

9) Prior to the commencement of Demolition Phase, an invasive non-native species protocol for that Demolition Phase shall be submitted for approval by the City Council, as Local Planning Authority. The invasive non-native species protocol shall detail the containment, control and removal of Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam within that Demolition Phase. The Demolition Phase of the development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

10) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Ecology and Nature Conservation (Chapter 7) of the Environmental Statement including: Arboricultural Impact Assessment prepared by TEP received by the City Council, as Local Planning Authority, on the 25 April 2023; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

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

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

12) No vegetation clearance and demolition of buildings shall take place within the Demolition Phases and the Construction Phases of the development during the optimum period for bird nesting (March - September inclusive) unless nesting birds within that Phase have been shown to be absent, or, a method statement for the removal works including for the protection of any nesting birds for that relevant

Phase is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the relevant works.

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

13) Prior to any demolition works within a Demolition Phase of the development, evidence of a Regulation 55 Licence shall be submitted for approval in writing by the City Council, as Local Planning Authority. No demolition or vegetation clearance works shall take place until written approval has been issued by the City Council, as Local Planning Authority.

Reason – In the interest of ensure that there is no unduly harmful impact on bat habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

14) Prior to the commencement of any Construction Phase of the development, a detailed Construction Phasing Plan (including indicative timescales for implementation) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include plans and drawings, sequencing and timescales. The development shall then be carried out in accordance with the Construction Phasing Plan and timescales agreed.

Reason - The development is to be carried out on a phased basis and details must therefore be agreed in this regard to ensure that a comprehensive development provided at this site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

15) Prior to the commencement of works within a Construction Phase of the development, the applicant or their agents or their successors in title shall have 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:

- a historic building investigation (Level 3 survey) of 'Barney's Steps';
- archaeological evaluation trenching of plots RB16 and RB17;
- pending the results of the above, a targeted open-area excavation.

2. A programme for post-investigation assessment to include:

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

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

16) a) Prior to the commencement of a Construction Phase of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the relevant Construction Phase 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 relevant Construction Phase of the development.

In this condition a Local Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

17) Prior to the commencement of a Construction Phase of the development, a detailed construction management plan outlining working practices for the proposed development construction of that Construction Phase shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- 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 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 plans for the duration of the relevant Construction Phase of the development.

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

18) Prior to the commencement of any Construction Phase of the development, an invasive non-native species protocol for that Construction Phase shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Japanese knotweed, Giant Hogweed, Cotoneaster and Himalayan balsam at the site. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

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

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

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

20) a) Notwithstanding the:

Environmental Statement, Red Bank outline planning application and NT02-04 New Town full planning application, Avison Young, Dated April 2023.

Northern Gateway, Ground Conditions Desk Study, ARUP, Reference: MNG-ARP-SW-RP-CG-102, Dated 15 August 2019.

Victoria North Infrastructure Works, Ground Investigation Interpretative Report, ARUP, Reference: VNIF-ARP-ZZ-YYY-RP-CG-0009, Dated 23 February 2022.

Victoria North Infrastructure Works, Ground Investigation Interpretative Report, ARUP, Reference: VNIF-ARP-ZZ-YYY-RP-CG-0012, Dated 16 August 2022.

Victoria North Infrastructure Work, Pre-development Remediation Strategy, LK Consult, Reference: LKC 22 1587, Dated 18 November 2022.

Preliminary Risk Assessment, Application 4: Red Bank Neighbourhood (Outline application), WSP, Reference: 70079268/12084, Dated April 2023.

A Construction Phase of the development shall not commence until the following information relevant to that Construction Phase has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that Construction Phase of the site

- Submission of Site Investigation Proposals for Travis Island
- Submission of a Site Investigation and Risk Assessment Report for Travis Island
- Post remediation gas monitoring to be undertaken for Red Bank Terrace and Plateau as the gas regime may change once hydrocarbon impacted soils have been removed.
- Submission of a detailed Remediation Strategy for Travis Island
- Submission of a build phase Remediation Strategy for Red Bank Terrace and Plateau.

b) When any Construction Phase commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy (as approved in part (a) of this planning condition).

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on a Construction Phase at any time before the development is occupied, then development on the relevant part of the Construction Phase shall cease and/or the relevant part of that Construction Phase development shall not be occupied until, a report outlining what measures, if any, are required to remediate the relevant land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority and the development of that Construction Phase 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.

21) Prior to the first occupation of a residential element within a Construction Phase, a completion/verification Report for that Construction Phase shall be submitted for approval in writing by the City Council as Local Planning Authority to ensure that the remediation work agreed as part of condition 20 has been undertaken in line with the previously agreed 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.

22) Notwithstanding the details submitted on the Appendix V Replacement Flood Risk Assessment and Drainage Strategy received by the City Council, as Local Planning Authority, on the 13 July 2023, (a) a Construction Phase shall not

commence until a scheme for the drainage of surface water from that Construction Phase of the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include the following information for that Construction Phase:

- A drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components evidenced by a supporting appraisal must be presented. Suggested components for this site include green roofs, green walls, tree pits, rain gardens.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates,. The existing rate must be calculated from survey of the existing drainage.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations. (Details of 22 litres per second per hectare into a new primary surface water drainage system proposed as part of the HIF infrastructure planning consent as per - WSP - 79268-VICN-WSP-FRA-001 APRIL 2023)
- Breakdown of discharge rate per plot
- 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 in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Where surface water is connected to a Main River, any works within or adjacent to the river that would affect it would require consent from Environment Agency. An email of acceptance of the proposed new connections will suffice.
- Where alterations are proposed to the Main River, any works within or adjacent to the river that would affect it would require consent from the Environment Agency.
- An email of acceptance is required from the EA, confirming that the proposed works to the existing channel and flood plain areas are acceptable.
- Confirmation that the EA approve of the 'precautionary approach' flood model to be used for the scheme.
- Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing

system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice.
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.
- 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. This must clearly name the responsible party and include a schedule of tasks and frequencies which shall be derived from manufacturers' instructions and/or best practice CIRIA C573.
- Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.

The approved drainage strategy for a Construction Phase shall be implemented and be in place prior to the first occupation of each Construction Phase.

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

23) A Construction Phase shall not commence until a details of the space standards for the residential dwellings within that Construction Phase, have been submitted for approval in writing by the City Council, as Local Planning Authority. The approved space standards shall be implemented for that Construction Phase of development

Reason – To ensure appropriate space standards are progressed as part of each residential phase of development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and the Manchester Residential Quality Guidance.

24) Prior to the commencement of a Construction Phase, a fire statement for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved fire statement shall be implemented as part of that Construction Phase.

Reason – In the interest of fire safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) Prior to the commencement of a Construction Phase, a daylight and sunlight assessment for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved mitigation measures set out in the daylight and sunlight assessment for the relevant Construction Phase shall be implemented as part of the development including any appropriate mitigation measures which must be in place prior to the first occupation of the relevant Construction Phase.

Reason – In the interest of daylight and sunlight pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

26) Prior to the commencement a Construction Phase, a wind assessment for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved mitigation measures set out in the wind assessment for that Construction Phase shall be implemented as part of the development including any appropriate mitigation measures which must be in place prior to the first occupation of that Construction Phase.

Reason – In the interest of wind safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

27) Prior to the commencement a Construction Phase, an air quality assessment for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved mitigation measures set out in the air quality assessment for that Construction Phase shall be implemented as part of the development including any appropriate mitigation measures which must be in place prior to the first occupation of that Construction Phase.

Reason – In the interest of air quality pursuant to policies SP1, EN15 and DM1 of the Manchester Core Strategy (2012).

28) Prior to the commencement of a Construction Phase, details of the method for piling, or any other foundation design using penetrative methods for that Construction Phase, has been submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during that Construction Phase.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

29) Prior to the commencement of a Construction Phase which includes the implementation of Plateau Avenue, a Road Safety Audit (RSA) for Plateau Avenue and the vicinity shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any mitigation measures outlined and agreed as part of the RSA shall be implemented as part of the relevant phase of the development and be in place prior to the first occupation of development within Red Bank Plateau or first use of Plateau Avenue whichever is sooner.

Reason – In the interest of highway and pedestrian safety pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

30) (a) Prior to any above ground works associated within a Construction Phase, details of the hard and soft landscaping together with public and private realm works relating to that Construction Phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

(i) Details of the proposed hard landscape materials;

- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed tree species and planting within the public and private realm including proposed size, species and planting specification including tree pits and design;
- (iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
- (v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting and recreational areas including children's play;
- (vi) Details of any external steps and handrails;
- (vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
- (viii) Details of the siting, scale and appearance of boundary treatments.

(b). The approved details shall then be implemented and be in place prior to the first occupation of the Construction Phase of the development hereby approved.

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.

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

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

31) Prior to the first occupation of a Construction Phase, a detailed 30 year landscape environmental management plan (LEMP) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the relevant Construction Phase will be maintained including maintenance schedules and repairs together with:

- Detail long-term design and management objectives.
- Detail the management responsibilities, monitoring and maintenance schedules for all terrestrial and riparian landscapes created and/or retained.
- Detail the management responsibilities, monitoring and maintenance schedules for all nature-based sustainable urban drainage features created.

- Detail the management responsibilities, monitoring and maintenance schedules for the River Irk channel. It is recommended the LEMP accepts a degree of channel change and identifies the conditions under which maintenance is required.
- Detail how the presence of any invasive non-native species (INNS) will be managed.
- Details of the financial provisions to ensure the provision of any monitoring and maintenance schedules.
- Details of the bodies / named persons responsible for enacting the LEMP

The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan.

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

32) Prior to the first occupation of a Construction Phase, details of the implementation, maintenance and management of the sustainable drainage scheme for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include the following:

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

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

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

33) Prior to the commencement of a Construction Phase, an Environmental Standards Statement for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

A post construction review certificate/statement confirming compliance with the Environmental Standards Statement for that Construction Phase shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that Construction Phase.

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

34) Prior to the commencement of a Construction Phase which includes the Club House, Health Centre and Primary School, a Building Research Establishment Environmental Assessment (BREEAM) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within three months of the buildings within the relevant Construction Phase are first occupied.

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

35) (a) Prior to the first occupation of a building within a Construction Phase, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

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

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

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

36) (a) Prior to the first use Class E, F and Sui Generis (and any relevant use) within a Construction Phase, uses, a scheme of acoustic insulation for those spaces within a relevant building within a Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency

bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

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

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

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

37) (a) Prior to the first occupation of a residential building within a Construction Phase of the development, a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding roads, and any other relevant noise source for that building, shall be submitted for approval in writing by the City Council as Local Planning Authority.

The scheme shall include measure to mitigate any actual or potential sources of noise which require consideration on or near the site.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when 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 LAmax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB LAeq

Gardens and terraces (daytime) 55 dB LAeq

The scheme shall reflect higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

The approved noise insulation and ventilation scheme for a building shall be completed before the first occupation of the residential accommodation within a building.

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

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

38) Prior to the commencement of development within a Construction Phase, details for a waste management strategy for the storage and disposal of refuse for the residential element in that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the residential element of a building in that Construction Phase and shall remain in situ whilst the use or development is in operation.

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

39) Prior to the commencement of development of a Construction Phase, details of a waste management strategy for the storage and disposal of refuse for the Class E, F and Sui Generis uses within that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the Class E, F and Sui Generis uses in a building within that Construction Phase and shall remain in situ whilst the use or development is in operation.

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

40) Prior to the commencement of development of a building within a Construction Phase, details of a scheme to extract fumes, vapours and odours from Class E, F and Sui Generis uses in that building shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme for that building shall then be implemented prior to the first use of each of these spaces in that building and thereafter retained and maintained in situ.

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

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

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

42) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 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.

43) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for Construction Phase buildings:

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

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

44) Prior to the first use of any commercial units, health centre and clubhouse within a Construction Phase, a schedule of opening hours for that building/premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces.

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.

45) Prior to the first use of the commercial spaces within a building, details of any external areas associated with the commercial spaces (including an Operating Schedule) within that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

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

The approved plan shall be implemented upon first use of the commercial uses in that building and thereafter retained.

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

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

46) Each commercial unit shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary

Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

47) The commercial spaces within a Construction Phase of the development shall be occupied as Class E (excluding convenience retail and gymnasium), F1, F2 and Sui Generis: Drinking Establishment only and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) without the benefit of planning permission being secured.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

48) In the event that any of the commercial units within a Construction Phase of the development are occupied as a café/restaurant and/or drinking establishment, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - o Dispersal policy;
 - o Mechanism for ensuring windows and doors remain closed save for access or egress after 9pm

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

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy (2012) and to saved policy DC26 of the Unitary Development Plan for Manchester.

49) 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 residential accommodation (Class C3(a)) 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). 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.

50) The residential accommodation 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.

51) Prior to the commencement of a building within a Construction Phase, a Crime Impact Statement for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Each building within a Construction Phase of the development, shall be carried out in accordance with the approved Crime Impact Statement,

Prior to the first occupation of each building written confirmation of Secured by Design Accreditation for that building shall be submitted for approval by the City Council, as Local Planning Authority.

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.

52) Prior to the commencement of a building within a Construction Phase, a Travel Plan Framework for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

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

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

53) Prior to the commencement of a Construction Phase, details of the residents cycle storage for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available upon first occupation of the residential element of a building within that Construction Phase 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).

54) Prior to the commencement of a Construction Phase, details of the non residential cycle storage/provision for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available upon first use of the residential element of the Construction Phase 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).

55) Prior to the commencement of a Construction Phase, a car parking layout (including provision for accessible parking) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details for each building within a Construction Phase shall be implemented and be available prior to the first occupation of that building.

The car parking shall remain available for as long as the residential element remains in use.

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

56) Prior to the commencement of a Construction Phase, details of the provision of the electric vehicle charging for the car parking for that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local

Planning Authority. This shall include provision of electric vehicle charging for all vehicles associated with that phase and that the specification would be fast charging at a minimum of 7kw.

The approved electric vehicle charging proposals for each building within a Construction Phase shall be implemented prior to the first occupation of that building and retained and maintained in situ for as long as the development remains in use.
Reason – In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

57) Prior to the commencement of a Construction Phase, a strategy and relevant timescales for the implementation of highways works relevant to that articular Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Re-surfacing of footways and reinstatement of dropped kerbs together with the installation of tactile paving including 2 metre footway on the west side of Red Bank;
- Re-instatement of redundant footways and dropped kerbs;
- Street Tree planting;
- Red Bank/Roger Street/Lord Street (drawing 70079268-WSP-XX-XX-DR-TP-022 Rev B – Extension of no waiting restrictions along Lord Street in order to allow a two lane approach together with a controlled pedestrian crossing across Red Bank in the vicinity of the existing uncontrolled provision;
- Cheetham Hill Road/Lord Street – provision of a right turn arrow for vehicles turning into Lord Street
- Re-validation of SCOOT at Cheetham Hill Road/Lord Street;
- Re-positioning of SCOOT loop/ducting on Lord Street;
- Improvements to Roger Street for cycle and pedestrian improvements (associated with plots RB06 and RB07)
- Footway improvements to the norther side of Dantzic Street (as part of Plots RB16/RB17)

The approved scheme and relevant timescales for implementation of each element of works shall be implemented and be in within the agreed timescale.

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).

58) Prior to the commencement of a Construction Phase, a TV reception survey for that Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The mitigation measures of the approved survey shall be implemented as part of that phase of the development.

Within one month of the practical completion of each phase of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television

signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before a phase of the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

59) Prior to the first occupation of a Construction Phase of the development, details of bird and bat boxes to be provided (including location and specification) in that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of that Construction Phase and thereafter retained and maintained in situ.

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

60) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings hereby approved 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.

61) Prior to the first occupation of a building in a Construction Phase of the development, a building signage strategy for external facades and commercial frontages for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. All commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that building 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).

62) All windows at ground level, unless shown otherwise on the approved drawings, 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.

63) The development hereby approved shall include for accessible routes within the public realm and communal walkways and via the main entrances and to the floors above.

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

64) Prior to the commencement of a Construction Phase, a detailed strategy for the provision of accessible dwellings (including a specified number of accessible wheelchair dwellings) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of each relevant phase of the development and thereafter retained.

Reason - To ensure an appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

65) Prior to the first occupation of a building within a Construction Phase, details of any roller shutters to the ground floor of the premises in that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each of the commercial units within a relevant phase and thereafter retained and maintained in situ.

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

66) Prior to the first occupation of a building within a Construction Phase of the development, details of the opening hours for any roof terraces in that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The terraces in that building shall be operated in accordance with the approved opening hours.

There shall be no amplified music or sound on the roof terrace at any time.

Reason - In interests of 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.

67) Prior to the first use of the Multi Use Games Area (MUGA) associated with the primary school, a Community Use Agreement prepared in consultation with Sport England shall be submitted for approval in writing by the City Council, as Local Planning Authority. The agreement shall apply to the MUGA and include details of pricing policy, hours of use, Pitch Usage Plan (subject to pitch condition), access by non-members, management responsibilities and a mechanism for review. The community Use Agreement shall be in place upon first use of the MUGA. The MUGA shall be used in accordance with the approved agreement and for the duration of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Policy EN10 of the Manchester Core Strategy (2012) and Section 8 of the NPPF.

68) Prior to the first occupation of a building within a Construction Phase of the development, a detailed car parking (drop off and pick up), servicing, taxi and deliveries strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the management arrangements for moving in and out times, taxi pick up and drop off and food and online deliveries and any other associated management and operational requirements. The approved strategy, including any associated mitigation works, for that building, shall be implemented and be in place prior to the first occupation of the residential element and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

69) Prior to the first occupation of a Construction Phase of the development, a detailed parking and management plan/operation management plan for Plateau Avenue shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the how the neighbourhood management company shall manage servicing, pick up and drop off and access along the Avenue. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of a Construction Phase within the Plateau and thereafter retained and maintained in operation.

Reason - To ensure appropriate management arrangements are in place for Plateau Avenue in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

70) Prior to the first occupation of a building within the Construction Phase of the development, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the building and thereafter retained and maintained in situ.

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

71) Prior to the first occupation of a building within the Construction Phase of the development, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 35. The approved details shall then be implemented prior to the building and thereafter retained and maintained in situ.

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

72) Prior to the commencement of works to plot RB10 (except for enabling works, tree clearance, vegetation removal, ground works and remediation), a Radar Mitigation Scheme (RMS) shall be submitted for approval in writing for that plot. This shall also include a timetable for its implementation during construction. The RMS shall be implemented in accordance with the timetable for implementation and thereafter retained and maintained.

Reason – In the interest of aircraft safety and the operations of NATS en-route PLC and Manchester Airport pursuant to policy DM2 of the Manchester Core Strategy (2012).

73) No construction work on plot RB10 shall be carried out above 75m AOD unless and until the approved Radar Mitigation Scheme for that plot, as approved by condition 69, has been implemented and the development shall thereafter be operated fully in accordance with such approved Scheme.

Reason – In the interest of aircraft safety and the operations of NATS en-route PLC and Manchester Airport pursuant to policy DM2 of the Manchester Core Strategy (2012).

74) The Primary School within a Construction Phase of the development shall be occupied as Class F only and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

75) Notwithstanding the provisions Class O of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) any Class E office accommodation shall be retained for the purposes of Class E office accommodation within of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class E.

Reason - To safeguard the office accommodation as part of maintaining the supply of suitable and sustainable office accommodation in this part of the City particularly accommodation suitable for small business pursuant to policies SP1 and EC1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

76) Prior to the commencement of a Construction Phase, full details of the existing and proposed levels in that Construction Phase (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with these details.

Reason - In the interest ensure an accurate record of the changes to the site levels at the application site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

77) Prior to the commencement of works for the primary school at plot RB05b, details of the design and layout of the Multi Use Games Area shall be submitted for approval in writing by the City Council, as Local Planning Authority, in consultation with Sport England. For the MUGA the details shall include cross sections of the sub base and surface materials, drainage, dimensions, fencing and sports lighting. The Multi Use Games Area shall be constructed in accordance with the approved details and be in place prior to the first occupation of the primary school and thereafter retained and maintained in situ.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Policies EN10 and EN11 of the Core Strategy.

78) Prior to the commencement of works for the primary school at plot RB05b, details of the opening hours for the Multi Use Games Area shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall be implemented as part of the development and thereafter retained.

Reason – In the interest of residential amenity pursuant to policy DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

79) In the event a premises within a Construction Phase is occupied by a Cheche, day nursery or day centre, a detailed management and servicing strategy for that use within that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of pick and drop off and servicing arrangements including management arrangements, operating

hours and details of out door provision. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the premises in that Construction Phase with the strategy retained and maintained for the as long as the development remains in that use.

Rason – To ensure appropriate management arrangements are put in place for this use in the interest of residential amenity pursuant to policy DM1 of the Manchester Core Strategy (2012).

80) Prior to the commencement of a Construction Phase, a detailed movement strategy for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. Where relevant this shall include:

- Identification of key pedestrian and cycle links both within and beyond the application boundary including condition survey (this should include Dantzic Street/Bromley Street and links to Rochdale Road and the City Centre) (but not restricted to);
- Details of improvements to facilitate and improve active travel on the key routes including (but exclusive of) improvements to underneath bridges, improvements to highway infrastructure to restrict car parking and facilitate pedestrian and cycle movements;
- Improvements to Roger Street to facilitate cycle and pedestrian movement (particularly around plots RB06 and RB07);
- Improvements to the disused railway;
- Improved lighting and other security measures;
- The creation and implementation of a signage and wayfinding strategy to promote the enhanced routes;
- Timescale for implementation and phasing of any agreed works;
- Maintenance strategy.

The movement strategy shall be implemented within the timescales and phasing agreed as part of this planning condition and thereafter retained and maintained.

Reason – In order to promote active travel within and beyond the application boundary pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

81) Prior to the commencement of a Construction Phase, details of boardwalk and woodland improvement measures in that Construction Phase where relevant shall be submitted for approval in writing by the City Council, as Local Planning Authority. These improvements shall be implemented within a timescale to be agreed in writing by the City Council, as Local Planning Authority. The improvement works shall be implemented within that timescale and thereafter retained and maintained in situ.

Reason – In the interest of protecting areas of woodland and improving access pursuant to policy EN15 of the Manchester Core Strategy (2012).

82) (a) The Building Works hereby approved shall be carried out in accordance with the Biodiversity Net Gain Assessment received by the City Council, as Local Planning Authority, on the 25 April 2023.

(b) As part of each Construction Phase, an updated version of the Biodiversity Net Gain Assessment shall be submitted to the City Council, as Local Planning Authority for approval. This will provide any updates required to the document approved under part (a) of this condition to reflect the detailed design proposals contained within that phase, and any subsequent updates to the ecological assumptions required to meet a minimum overall target of 10% biodiversity net gain across the Red Bank and NT02-NT04 sites.

(c) Prior to the first use of each Construction Phase of development agreed within part (a) of this condition, a verification report will be requirements to validate that the works undertaken at that stage conforms to the recommendations and required approved within part of part (b) of this planning condition including its contribution towards the minimum 10% biodiversity net gain across the Red Bank and NT02-NT04 sites.

(d) In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the Biodiversity Net Gain Assessment. A verification report and measures shall be agreed until such a time as all four phases of development comply with parts (a), (b) and (c) of this planning condition.

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

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 - In the interest of securing a biodiversity mitigation strategy for the Red Bank Neighbourhood pursuant to policies SP1, EN9, EN17 and DM1 of the Manchester Core Strategy (2012).

83) Prior to the commencement of a Construction Phase, a parking management plan (PMP) to manage on site car parking for that Building Works Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved PMP shall be implemented as part of the Construction Phase and thereafter retained for as long as the development remains in use.

Reason – In order to secure a temporary car parking strategy pursuant to policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

84) A Construction Phase of development hereby approved shall not commence until details for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes have been submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Details of how redundant boreholes are to be decommissioned;

- How any boreholes that need to be retained, post development, for monitoring purposes, will be secured, protected and inspected.

The relevant Construction Phase shall be implemented in accordance with the details and thereafter retained and maintained in situ.

Reason – To ensure that any potential source receptor pathways are protected and/or appropriately decommissioned thereby ensuring that any risks to controlled water are mitigated pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

85) No drainage systems for the infiltration of surface water to the ground where adverse concentration of contamination are known or suspected to be present are permitted for a Construction Phase without a strategy being submitted for approval in writing by the City Council, as Local Planning Authority. The strategy for such systems must be supported by an assessment of the risks to controlled waters. The relevant Construction Phase shall be carried out in accordance with the approved details.

Reason – The previous use of the application site presents a risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable drainage system. This could pollute controlled waters pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

86) Prior to the commencement of a Construction Phase of the development for Plots RB6, RB7, RB10, RB16 or RB17, a detailed scheme for those plots for the provision of a minimum 8 metre wide riparian buffer zone for the River Irk Corridor has been submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Be free from any built-form development, unless this sufficiently justified and/or proven to be necessary for the purpose of flood risk management or enhancing riparian habitat quality along the River Irk waterbody.
- Include plans/drawings illustrating the width and length of buffer zone to be provisioned. - As appropriate, be supported by a hydromorphological survey and assessment illustrating how, for the purpose of the scheme, this has informed the final intended detailed design. Hydromorphological reporting should include an assessment of impacts on sediment transport (should bed material be imported or significant changes to the channel cross-section be proposed).
- Provide detailed cross-sections, for all design elements and at a minimum of every 30 metres, showing existing bank profile versus any new river corridor intervention planned (including site levels).
- Demonstrate how any potential implications for flood risk have been addressed within the intended design, utilising flood modelling as appropriate as evidence.
- Identify the riparian interventions intended to ensure design is ecologically valuable, sustainable and climate resilient.

- Demonstrate how intended design is in accordance to relevant national and local environmental objectives and strategic policy for the protection and enhancement of controlled waters and biodiversity.
- For any new soft landscaping, provide a detailed planting schedule, predominantly based on locally provenanced and native species.
- Detail any pre-existing habitat / vegetation to be retained.
- Detail how the scheme shall integrate with any pre-existing or approved infrastructure.

The relevant Construction Phase shall be implemented in accordance with the details and thereafter retained and maintained in situ.

Reason – Land alongside watercourses are valuable to habitats and wildlife and the development should look to integrate and enhance waterbodies including the River Irk pursuant to policies EN15 and DM1 of the Manchester Core Strategy (2012).

87) Prior to the commencement of a Construction Phase of the development, a scheme demonstrating accordance with the principles of the Flood Risk Assessment prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023 shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Plans and sections (topographical surveys) of existing ground levels and proposed ground levels.
- Whereby interacting with the riparian corridor, cross-sections for all design elements, at a minimum of every 30m, showing existing bank profile versus intervention planned (including site levels).
- As appropriate, supporting updated flood risk modelling demonstrating that fluvial flood risk can be appropriately managed within the boundaries of the development.
- Details of any flood storage areas or measures proposed.
- Details of control structures/defences proposed associated with the provision of effectual flood risk management for the lifetime of the development.
- Confirmation of the final maintenance arrangements for any features providing flood storage and control.
- Phasing of construction for any interim flood mitigation measures required.
- Finished floor levels of the build development relative to 'design flood' level.
- As appropriate, details of the flood resistance and resilience measures to be implemented within the built development

The relevant Construction Phase shall be implemented in accordance with the details and thereafter retained and maintained in situ.

Reason – To ensure flood risk is not increased elsewhere and to reduce the risk of flooding to the proposed development and future users pursuant to EN17 of the Manchester Core Strategy (2012).

88) The Construction Phase of the development hereby approved shall be carried out in accordance with the submitted Flood Risk Assessment and Drainage Strategy

prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

89) Notwithstanding the flood mitigation measure outlined in the Flood Risk Assessment and Drainage Strategy prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023, full and final details of the flood mitigation measures shall be submitted for approval prior to the commencement of a Construction Phase. This shall include where relevant:

- Ground level lowering/terracing associated with land adjoining plots RB6, RB7, RB16 and RB17;
- Flood Wall adjoining Dantzic Street and lowered levels around RB16

The approved measure shall be implemented as part of each Construction Works Phase and a verification report confirming the measures have been implemented shall be submitted for approval in writing by the City Council, as Local Planning Authority, prior to the first occupation of the residential element of each Construction Phase.

The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

90) Prior to the commencement of a Construction Phase, a flood risk infrastructure maintenance/management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved plan shall be implemented prior to the first occupation of the residential element of each Construction Phase.

The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

91) Prior to the commencement of any Enabling Works and Construction Phase, a scheme demonstrating associated environmental risk(s) can be appropriately managed has been submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall include:

- Details of any mitigation measures required to suitably manage any interim flood risk, utilising flood modelling as appropriate.
- Details of the working practices and mitigation measures which will be implemented to ensure the protection of water resources and the wider environment.

- Details to demonstrate the integrity of any structures intended to remain in-situ or being implemented for the purpose of risk management are appropriate.

The approved plan shall be implemented prior to the commencement of the relevant Demolition and Construction Phases.

The measures detailed shall be retained and maintained thereafter throughout the lifetime of the development.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

92) Prior to the first occupation of a building within a Construction Phase, a flood evacuation plan for that construction phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved flood evacuation plan shall be implemented upon first occupation of a building within a that Construction Phase and thereafter retained and maintained in situ.

Reason – To reduce the risk of flooding to the proposed development and future occupants pursuant to policy EN17 of the Manchester Core Strategy (2012).

93) (a) Three months prior to the first occupation of a Construction Phase of the development, a Local Benefit Proposal Framework for that Construction Phase that outlines the approach to local recruitment for the end use(s) (including estate management and commercial spaces), 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 occupation 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 6 months of the first occupation of the Construction Works Phase of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) for that Construction Phase above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is operation.

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

94) Prior to the commencement of a relevant Construction Phase, details of a permanent 52 space car parking shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details shall include:

- the siting, location, appearance of the car park;
- Size of bays including number and size of accessible bays
- Security and management arrangements for the car park;
- How residents would be able to access car parking at the site.

The approved details shall implemented as part of a relevant Construction Phase with the details implemented in full prior to the first use of the car park.

Reason – In the interest of providing sufficient car parking for the Masterplan area pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Whilst there is only a low risk of otter being present, the applicant is reminded that under the 2019 Regulation it is an offence to disturb, harm or kill otters. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.
- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:
<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.
- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable

to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed
- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
- Where work is within the vicinity of the River Irk, there would be the need for a Flood Risk Activity Permit (ERAP) granted by the Environment Agency.

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: 136812/00/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Transport For Greater Manchester
United Utilities Water PLC
Health & Safety Executive (Fire Safety)**

**Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
The Coal Authority
Network Rail
Planning Casework Unit
Natural England
Sport England**

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

Representations were received from the following third parties:

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

