| Application Number | Date of Appln | Committee Date | Ward |
|---|---|---|---|
| 136814/FO/2023 | 9th May 2023 | 31st Aug 2023 | Cheetham Ward |

**Proposal** Erection of a phased residential led mixed use development comprising three residential towers (Use Class C3 and C2) (NT02 34 storeys, NT03 part 8, part 20 and part 31 storeys and NT04 part 8, part 27 storeys) with associated flexible non-residential floorspace comprising commercial, business, service and community uses (Use Classes E, F and Sui Generis); erection of a 6 storey residential amenity space within a clubhouse building (part of NT02), with associated car and cycle parking, hard and soft landscaping, improvement works to Dantzic Street, drainage infrastructure and associated engineering works following demolition of existing buildings and structures

**Location** Land Bounded By Dantzic Street, Dalton Street And The Railway Line Known As Plots NT02, NT03 And NT04, Manchester

**Applicant** Northern Gateway (FEC) No.11 Limited

**Agent** Mr Ed Harvey, Avison Young

## EXECUTIVE SUMMARY

### Key Issues

This application proposes 1551 homes of which 78 would be affordable (5%). It includes a clubhouse, commercial uses, highway improvements, public realm and landscaping.

Three letters have been received providing comments on construction impacts and the impact of the height on nearby residential accommodation.

**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. The proposal represents a £380 million investment in the regeneration of Victoria North and would continue development activity along Dantzic Street where the applicant is building 634 homes at Victoria Riverside. This proposal would create 1551 homes in a range of house types and sizes offering family and age friendly accommodation. 59% would be 2 or 3 bed. 5% of the new homes would be affordable.

**Economic** The development would support the creation of between 1877 and 2047 jobs for each year of the construction programme. The GVA associated with these jobs would be £18.3 million per year of which £5.4 million would be generated within the Manchester economy. The new households are predicted to spend £28 million per year. 1551 new homes would also create additional Council Tax revenue in the region of £2,902,515 per annum.

**Social** It would deliver 1551 homes on a contaminated brownfield site. One, two and three bedroom homes would be provided. 5% or 78 homes would be affordable. A local Benefit Proposal would ensure that Manchester residents are prioritised for construction jobs. Residents would benefit from the new health centre and primary school provided at Red Bank. Public realm would improve connectivity and provide a pedestrian friendly environment. Highway improvement works along Dantzic Street which would prioritise pedestrians and cyclists and create a green route to the city centre. Dantizic Street would accommodate two way bus movements.

**Environmental** This would be a low carbon development. The site is in a highly sustainable location. It would be highly efficient and meet some of its energy needs through renewable technology. There are no harmful impacts on traffic and local air quality and any impacts can be mitigated. The ground conditions are complex but can be remediated to realise the development. Drainage aims to minimise surface water run off including a blue and green infrastructure. The layout, height, scale and appearance of the building would meet the necessary criteria required for tall buildings in Manchester. The development would have a positive impact on the Manchester skyline. There would be in excess of 10% biodiversity net gain ensuring that the development contributes to mitigating the effects of climate change. The proposal would also include green and brown roofs for habitat creation. EV charging points, bus stop provision and car club bays would also be provided.

**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 impact on daylight/sunlight, overlooking and wind conditions are considered to be acceptable. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

**Description**

This 2.81 ha site is to the south of Dantzic Street, south west of Dalton Street and north of the railway lines. It comprises development plots known as NT02, NT03 and NT04. Access is from Danztic Street and is bisected from north to south by Dulwich Street which is gated. There is a 10 metre level change across the site between Dantzic Street and Dalton Street.

It is mainly brownfield former industrial land, with a surface level car park in the western corner of the site. A warehouse in the south western corner is being used as a music and cultural venue/event space for a temporary period of two years.

There is evidence at the site of a previous use with soil and rubble piles. There is limited vegetation with 4 individual trees and 4 group trees present.

The site is close to the River Irk and the majority is in flood zone 1 with a low probability of flooding. It is in a critical drainage area. A small section of the site is in flood zone 2. The site is not in a conservation area, but below ground archaeology is of interest. The AQMA is 150 metres from the site on 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 136812/OO/2023, an outline application for 3250 homes, commercial uses, health centre and primary school together with public realm and place making at Red Bank. The site is part of the same masterplan and the Environmental Statement covers both application to understand the environmental impacts from both developments.

**The Proposal**

The site is in the New Town area of the masterplan and development at this plot would complement the regeneration activity proposed at Red Bank Plateau and Red Bank Viaduct (see outline application 136812/OO/2023).


***Development areas***

This proposal would deliver 1551 homes at three development plots as follows:

- NT02 – 316 new homes;

- NT03 – 579 new homes; and
- NT04 – 656 new homes.

A wide range of property types and sizes would be progressed as part of the development with 41% 1 bedroom, 54% 2 bedroom and 5% 3 bedroom. The number of one bedroom properties within this proposal is higher than would normally be supported, when taken with the outline permission, the number of one bedroom properties reduces to 30%. Across both developments, larger properties would be promoted which would be child and age friendly.

The homes would be supported by amenity space and commercial uses. This development would also benefit from the health centre and primary school proposed at Red Bank Plateau and improved public realm.

There would be 152 parking spaces for residents with additional visitor parking (10% provision), and 1551 cycle spaces. Public realm and landscaping would be provided.

NT02 and NT03 are on the corner of Dantzic Street and Dulwich Street would comprise a tower element and lower elements. The tower elements would be finished in anodised cladding whilst the lower elements of the building would be masonry.

A six storey clubhouse would provide residents amenity space and be a mixture of terracotta panels and fins, and anodised cladding. An external terrace area would be provided to the upper levels of the building.

NT04 comprises three buildings arranged around a courtyard with gaps to allow views and sunlight. In contrast to NT02 and NT03, NT04 would be largely masonry with different tones of brickwork and precast concrete to provide contrast.

Dantzic Street would be defined with commercial uses. Dalton Street would primarily have a residential frontage. Dulwich Street South would include residential uses to the south and commercial uses to the west. Travis Square, a central area of amenity space, would be a transitional space between Dantzic Street and Dulwich Street.

The public realm would include active spaces used for commercial, recreational and/or ecological uses.

Natural stone paving and high-quality street future would transform Dantzic Street and complement its new commercial focus. Segregated cycle lanes would provide a safe and attractive active travel corridor. Trees and planting would enhance the environment and provide a natural setting. Accessible parking and servicing would be provided.

Dulwich Street would be a private road managed by the applicant. Bollards would restrict access and servicing movements and allow it to be used actively, with a focus on child friendly play.

Dalton Street would also be upgraded with natural stone paving and street furniture. The cycle infrastructure would be extended from Dantzic Street with accessible bays and servicing.

Waste management and recycling would be a priority. Sufficient room would be created in each apartment to support recycling.

This planning application has been supported by the following information:

- Design and Access Statement including:
    - Landscape section
    - Refuse Management Strategy
    - External Lighting Plan

- Planning Statement, including:
    - Social Infrastructure Assessment;
    - Green and Blue Infrastructure Statement;
    - Development specification; and,
    - Section 106 Draft Heads of Terms

- Biodiversity Net Gain Assessment;
- Broadband Connectivity Assessment;
- Crime Impact Statement;
- Environmental Standards Statement;
- Financial Viability Assessment;
- Fire Strategy Statements;
- Local Labour Agreement Form;
- Statement of Community Involvement;
- Sustainability Strategy;
- Tall Building Statement;
- TV Reception Statement; and
- Utilities Statement.

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

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

**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.

Three comments have been received on the application. The comments can be summarised as follows:

- Concerns regarding the impact from the construction activities including parking. Construction workers at Victoria Riverside use Danztic Street, Dalton Street and Collyhurst Road to park their cars. Yellow lines are ignored and there are ongoing issues with parking on the pavement along Dalton Street which forces residents onto the road. This is particularly problematic for wheelchair users and those with pushchairs;
- Parking from construction works has also created a huge litter problem in the area;
- This development would bring more construction workers to the area and therefore more parking and litter. There should be designated parking areas for construction workers to help manage the impacts of this;
- The height of the building is a concern. There are many listed buildings (including railway bridges) in the area which would be buried by even more skyscrapers in this location. A smaller development should be constructed;
- NT04 would be 27 floors which would impact on Emmerline along Dalton Street and the garden at Sylvia. 27 floors would be double the size of Emmerline (12 floors) and would block the view into the city centre. It would also cast a shadow.

**Highway Services** 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 Dulwich Street. Dantzic Street would accommodate two way bus movements in order to service Victoria North developments as demand increases for bus services. A bus stop should be provided along Dantzic Street. Traffic calming would need to be supported by a 20 mph TRO and waiting restrictions. Car club bays should also be provided. A review and amendments to existing TROs in the area is required together with a parking management plan to support the parking strategy. 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. Wheel washing is required. Noise assessment for the homes and commercial accommodation would be required (including overheating). Lighting details, waste management, delivery hours and measures around air quality should 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** details of a surface water drainage scheme should be submitted for approval with a management regime and verification report.

**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)** A condition should require below ground archaeology to be investigated and recorded.

**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.

**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)** clarification is required to understand the means of escape via the second staircase and travel distances for fire fighters.

**Aerodrome Safeguarding** have no objections.

**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** – This is a strategic regeneration area. The proposal would deliver high quality homes, amenities and public realm in a highly sustainable location.

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

**S06. 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 New Town in this strategic regeneration area and complement developments under construction. The proposal would transform a derelict and vacant site with high quality buildings and public realm. A new neighbourhood would be created which would benefit from the primary school, health centre and amenities created at Red Bank.

**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 proposal would develop a significant site in Victoria North. The development would be high quality and deliver space standard complaint new homes. The impact on nearby heritage assets would be considered within the report in detail.

**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. A range of accommodation is proposed including larger homes, attractive to families. High quality amenity spaces would provide 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. It would add to the supply of good quality homes in a highly

sustainable part of the city. The fabric would be efficient with other sustainable features and sustainable drainage.

**Policy H3 'North Manchester' –** The proposal would provide high density homes with 59% having 2 and 3 bedrooms which would be available to families. There are 41% on bedrooms apartments at this development but when taken as a whole with the Outline Planning Application this would equate to 30% one bedroom properties across the two developments (60% two bedroom and 10% three bedroom).

**Policy H8 'Affordable Housing'** – A viability assessment demonstrates that the development can support 5% affordable housing on site. The viability would be reviewed at a later date to determine whether there are any changes which would enable any additional affordable housing to be secured.

**Policy EN1 'Design principles and strategic character areas'** - This high quality scheme would enhance the regeneration of the area. This would be complemented by high quality place making and public realm including a 10% biodiversity net gain.

**Policy EN2 Tall Buildings** This high quality development 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. The development would be located in a highly sustainable area and would have principles embedded into the scheme to ensure it is energy efficient and low carbon.

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

**EN4 'Reducing $CO_2$ emissions by enabling low and zero carbon development' –** The buildings fabric would be energy efficient. 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 local area.

**Policy EN6 'Target framework for $CO_2$ reductions from low or zero carbon energy supplies'** - The building fabric would be energy efficient and they would be designed to minimise energy demands. On site renewable energy would ensure sustainable energy is used.

**Policy EN9 'Green Infrastructure'** – The biodiversity and ecological value of the site was established as part of the HIF planning applications. Street tree planting and landscaping would be provided. 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 public realm improvements would help to create an attractive place. Informal play space would be

created which would be child friendly and support families. Residents would have access to the multi use games area and other amenity spaces 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 would be secured as part of the development.

**Policy EN15, 'Biodiversity and Geological Conservation'** - Trees and planting would support a biodiversity net gain of 10%n. 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 at the site. 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.

**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'** – The proposal would be a high quality accessible development.

**Saved policy EC18 'Conservation Areas -** The proposal would have minimal impact on the setting of nearby conservation areas.

**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 application site is located within the proposed New Town neighbourhood. The vision for the area is a residential led neighbourhood with an opportunity to establish a range of higher density housing types and tenures and non-residential active frontages at ground level on key routes such as Dantzic Street. Whilst developments would be predominately apartment led, the SRF outlines that there would be opportunities for townhouses and accommodation suitable for families.

New Town's relationship with the city centre and key transport nodes sets the context for a higher density urban form. The development of New Town should reflect the neighbourhood's location adjoining the city centre. High density and taller buildings will be concentrated closer to the city centre and along the operational railway, to emphasise the arrival into the Northern Gateway and to provide a substantial quantum of accommodation close to the city centre and strategic transport nodes.

Heights of (up to) 12 storeys are envisaged as a baseline, with the opportunity to bookend the row of blocks south of Dantzic Street with taller landmark buildings. Massing and height modulation should support a seamless transition between New Town and Red Bank

There is an opportunity to concentrate landmark buildings mainly along the railway and at strategic points along Rochdale Road and Dantzic Street, to establish the character and identity of key routes and the Bromley Street viaduct.

**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 1551 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. 5% of the new homes would be affordable with the applicant committed to reviewing the viability at a later stage in the event that market conditions improve and further affordable housing can be provided.

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. There would be residents amenity spaces and informal play spaces created for children. The development would also benefit from the health centre, primary school (and MUGA) and open spaces created as part of the Outline planning application.

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 alterative 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 and efficient use of land. Up to 1551 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 ti incorporate trees elsewhere in developments, that appropriate measures are in pace 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 wright 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 highly 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 pace 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 Conservation;
- Cultural Heritage;
- Ground Conditions;
- Flood Risk and Drainage;
- Transport and Access;
- Air Quality and Dust;
- Noise and Vibration;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Socio-Economics; and
- Health and Wellbeing.

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 is crucial to its longer term economic

success. There is a crucial link between economic growth, regeneration and the provision of homes and, as the City moves into its next phase of economic growth, more homes are required to fuel and complement it.

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 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 to create a lively new neighbourhood with a mix of uses to support high quality place making.

The vision for New Town is a well-connected neighbourhood at the heart of the extended city centre, which would form a key gateway to North Manchester. High density housing is promoted providing a variety of types and tenures. The predominant building type would be apartments, town houses and larger duplexes which would be suitable for families.

The proposal would support the principles of the SRF and economic growth objectives. it would transform a vacant, previously developed and contaminated brownfield site for 1551 new homes, commercial spaces new realm, landscaping and a comprehensive package of highway improvement works to prioritise pedestrians and cyclist along Dantzic Street and Dalton Street.

One, two and three-bed apartments and townhouses would be suitable for and attractive to families. The sizes would be consistent with the City's space standards with all of the one bedroom apartments in particular being suitable for 2 people. 78 homes (5%) would be affordable and available on a shared ownership basis.

This £380 million development would be a catalyst for further regeneration in Victoria North and the Lower Irk Valley and help to connect adjoining residential areas such as Collyhurst, and underutilised parts of the Lower Irk Valley, to the City Centre. This proposal would help to realise the vision of the SRF as underpinned by policies SP1, EC1 and EC3 of the Core Strategy.

The development would deliver significant economic and social benefits including the creation of between 1877 and 2047 jobs for each year of the construction programme. The GVA associated with these jobs would be £18.3 million per year of which £5.4 million would be generated within the Manchester economy.

A local Benefit Proposal should be a condition that requires detailed discussions to ensure that the employment benefits of the proposal.

The new households are predicted to spend £28 million per year. 1551 new homes would also create additional Council Tax revenue in the region of £2,902,515 per annum.

The socioeconomic benefit associated with the development are significant in that it would remove a vacant brownfield site and create high density city centre living in a

highly sustainable area supported by social and physical infrastructure. It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, 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 housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide homes that are available 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 1551 homes predominately for open market sale. The delivery of homes and the regeneration of Victoria North is a key priority for the City Council. The proposal would develop a brownfield site, that currently makes little contribution to the area. It would create active street frontages and public realm and highway improvements along Dantzic Street and Dalton Street. It design would be high quality and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

A viability report has been made publicly available through the Councils public access system. This has been independently assessed on behalf of the City Council. This has concluded that 5% of the new homes would be affordable.

The Gross Development Value would be £469,385,643 which would give a profit of 15% on cost, 13.55% on GDV.

The scheme could only support a contribution greater than 5% in order to remain viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. The viability would also be subject to review at an agreed date in the future to determine any future uplift in market conditions which may increase the level on affordable housing.

**Climate change, sustainability and energy efficiency**

The proposal would be designed to be low carbon in a highly sustainable location with excellent access to public transport and walking and cycling infrastructure would be provided. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials. The development is well connected to the amenities of the city centre together with employment and education opportunities.

A former warehouse would be demolished, and the site would be remediated. The biodiversity value of the site would be improved and the impact of the proposal on climate change would be minimised through sustainable construction methods and material, incorporation of renewable technologies together with sustainable drainage principles and green and blue infrastructure.

There would be 10% car parking, fitted with EV charging or the infrastructure so it can be adapted in the future as demand increases. A travel plan would encourage residents to use public transport and reduce vehicle trips. A secure cycle store would include 100% provision.

The highway network would be improved and enhanced with traffic calming, tree planting, sustainable drainage and segregated pedestrian and cycle ways along Dantzic Street and Dalton Street. A 20mph speed limit is proposed.

The buildings would be all electric and benefit as the grid decarbonises. The fabric would be highly efficient to prevent heat loss with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. The heating and cooling systems would be highly efficient. The photovoltaic panels to the roofs would generate 17% of the energy needs for the development.

Air source heat pumps would be installed to the clubhouse for hot water whilst the homes would have pressurised hot water cylinders with integral heat pumps to meet demand.

These measures would enable the development to achieve a 70% reduction in carbon on Part L (2021). This is an significant improvement on policy EN6, which seeks a 15% reduction on Part L (2010). As the grid decarbonises the development would improve further.

The green infrastructure including landscaping, trees including street trees and an efficient drainage system to minimise the effects of surface water would help to ensure that the proposal responds to climate change issues.

There would be green roofs to the mid level roofs, planted with a native wildflower mix which would be attractive to invertebrates and provide foraging opportunities for birds and bats. These roofs would be set around the PV panels.

Larger areas of green roofs would be located on the mid level NT04 roof which would be planted with herbaceous perennial and shrub planting, attractive to invertebrates.

The tower would have brown roofs that would self vegetate with wind blow or bird dispersal creating a natural habitat. This would also provide a place for foraging and nesting birds including Black Redstart.

The Biodiversity Net Gain assessment indicates a net gain of 26.86% for the development is possible.

**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 in the Environmental Statement focused on the listed buildings found 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. The impact on the setting of these heritage assets, including those within the wider search area, was evaluated in the townscape assessment above.

*Union Bridge (Grade II)* is a former 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 from the car parking at Roger Street. Historically, it was an important link across the Irk connecting the industrial sites which once dominated this area. Whilst its condition 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 local feature. 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 to the north of the site across the River Irk. 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)* is located to the north of the site beyond the River Irk 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 has been judged to be low 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. It would remain legible and understood.

*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, it would be improved as a result of the significant new public realm.

*Barney's Steps* would not be affected. The footbridge has lost its association with the railway which it once crossed and is no longer in. Its historical use is still legible and understood and would be able to be appreciated by 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 create a low level of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

New homes are needed to meet demand. New residential areas must be supported by commercial activity and public realm to support a thriving neighbourhood. Section 6 of the NPPF states that ‘significant weight’ should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 1551 homes and commercial spaces. 5% of the new homes would be affordable.

The key views demonstrate that the development would have a largely beneficial impact on city scape views although in some of the views, there are listed building and conservation area and there would be localised impacts due to its scale.

The buildings would be large but would not be out of context with other tall buildings in the area. There would be heritage benefits from the removal of a vacant site close to the designated and non designated heritage assets considered above.

The proposal would be high quality and comprise modern architecture and materials by an experienced architectural team. The public realm would be improved with landscaping and public spaces. Trees would be planted with improved connectivity and movement along Dantzic Street.

Significant economic and social benefits include the creation of approximately 1877 and 2047 construction jobs for the duration of the construction. The GVA associated with these jobs would be £18.3 million per year of which £5.4 million would be generated within the Manchester economy.

The new households are predicted to spend £28 million per year. 1551 new homes would also create additional Council Tax revenue in the region of £2,902,515 per annum. .

The development would be low carbon. An all electric system would benefit from a decarbonising grid. Photovoltaic panels at the roofs would generate on site energy. There would also be green and brown roofs and other measures to improve biodiversity by in excess of 10%. Parking would be fitted with electric car charging points (or infrastructure). 100% cycle provision would be available.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, 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 202 of the NPPF

**Impact on Archaeology**

An archaeology assessment demonstrates there is archaeological interest relating to a former glass works and other industrial development. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works. GMAAS advise that the proposal could provide a heritage display to commemorate this significant industrial heritage site. A condition should require 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 are evident. The park is surrounded by dense urban development with two residential buildings and 1 Angel Square. The grade II listed Charter Street Mission is visible beyond the park. Tall buildings are under construction at Victoria Riverside.

***Viewpoint 1 St Michael's Flags and Angel Meadow Park (existing left) (proposed right cumulative)***

The proposal would add to the tall buildings in the area and would complement the character of NOMA and other developments taking place in Victoria North and have a positive impact.

Viewpoint 2 is a long distance view on Corporation Street, on the boundary of the Shudehill conservation area, looking towards Miller Street/Cheetham Hill Road. 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 building at this junction alongside New Victoria. The façade of Victoria train station can be seen.

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

The proposal would largely be obscured by developments at NOMA.

Viewpoint 3 from around Manchester Cathedral and the public spaces around it with the site visible over 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 south east and the grade I Manchester Cathedral to the south. There are 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 not be visible being largely obscured by existing developments.

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 largely be obscured.

Viewpoint 5 is from the Ancoats conservation area on Sherratt Street. Buildings are mainly medium scale, historic, red brick and in the conservation area including Victoria Square (grade II) and terraces along Anita Street. It is an open view towards

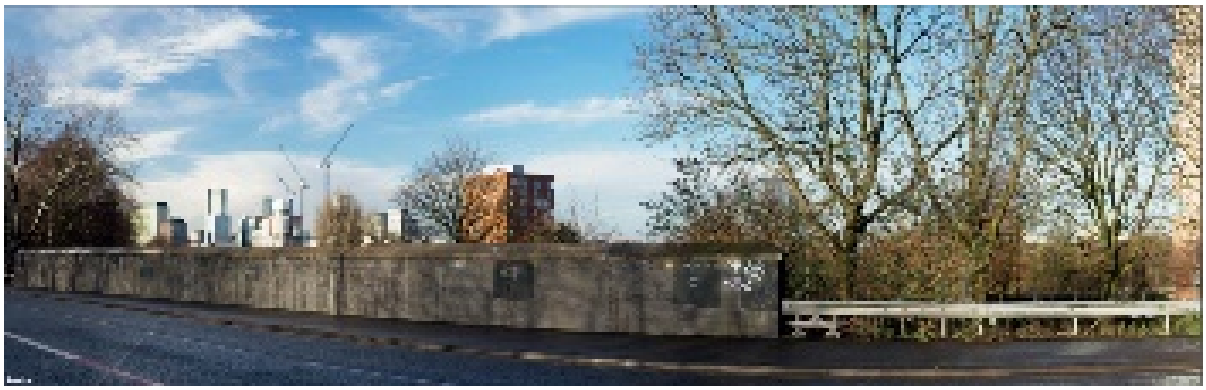
New Cross where a significant amount of construction is taking place. Cranes are visible in the Lower Irk Valley.

***Viewpoint 5 Ancoats (existing)***

This would be a tall buildings to the north west of the conservation area. Parts would be screened behind development on Oldham Road with only the upper parts visible. NT02 would be the most prominent building to the open nature along Thompson Street. The mid rise section of NT03 and the taller element of NT04 would be more limited. The development would improve the view.

***Viewpoint 5 Ancoats (Proposed)***

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 along the railway corridor. There are longer-distance views towards the city centre with a cluster of medium- to high-rise modern buildings in the Lower Irk Valley, Strangeways, NOMA and City Centre. Cranes can be seen in the Lower Irk Valley.

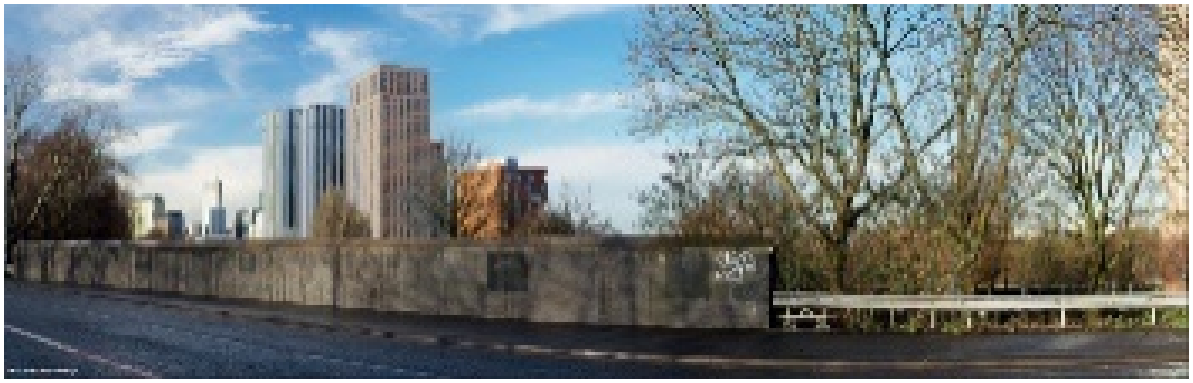


***Viewpoint 6 Rochdale Road (Railway Bridge) (existing)***

The proposal would be prominent with the full width evident. It would be seen along side the high rise Emmeline apartment building but would be taller.

Buildings in NT02, NT03 and NT04 would be visible, including Towers 1, 3, 4 and 5. Tower 4 would be the most prominent. Due to their orientation and massing, views towards the city centre would not be available. Open views over the Lower Irk Valley would remain.

The proposal would have a positive impact on the skyline along Rochdale Road.



***Viewpoint 6 Rochdale Road (Railway Bridge) (proposed)***

Viewpoint 7 is on Dantzic Street, adjacent to Angel Square. Medium-rise residential development is visible on Dantzic 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.

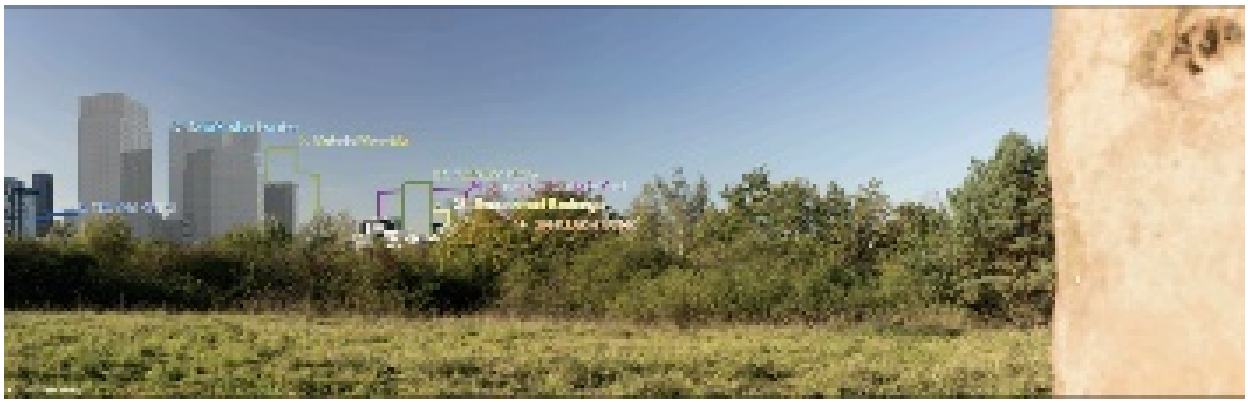
***Viewpoint 7 Dantzic Street (existing left) (proposed cumulative right)***

The proposal would not be visible.

Viewpoint 8 is from a greenspace on top of a former colliery in 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 can be seen.

***Viewpoint 8 Sand Hills Park, Collyhurst (existing)***

The proposal would be close to the viewpoint and be a prominent featuret. The majority of the building would be seen including the full extent of the tallest elements in NT04. The proposal would contribute positively to the cluster of tall buildings emerging in this area.



***Viewpoint 8 Sand Hills Park, Collyhurst (proposed cumulative)***

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.

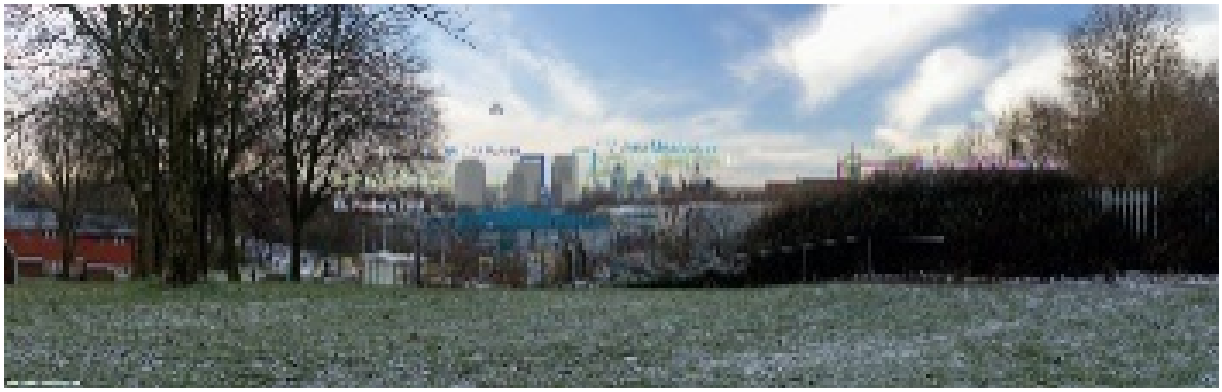
***Viewpoint 9 Dalton Street (existing left) (proposed right cumulative)***

The proposal would be a prominent feature. The tallest element of NT04 would been seen west of Dalton Street with more limited views of the other elements beyond this tower. The masonry elevations of NT04 would complement the areas character.

Viewpoint 10 is a long distance view 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.

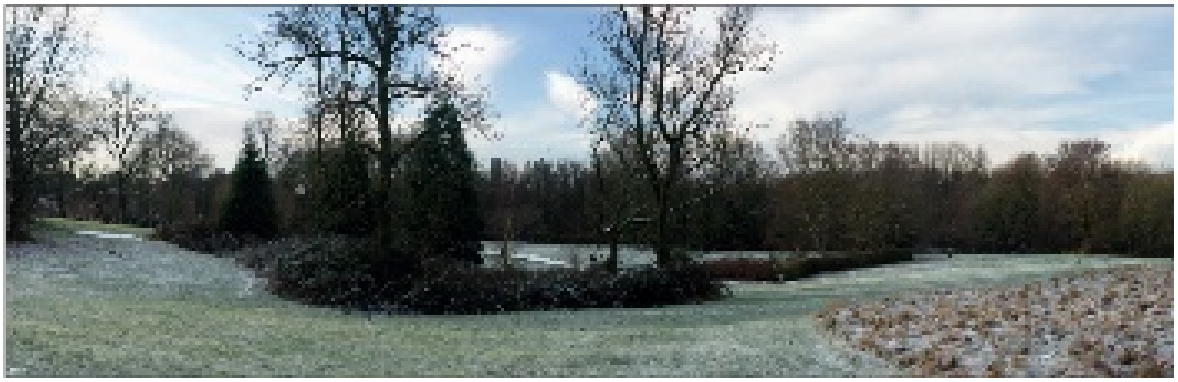
***Viewpoint 10 Queen's Road (near Metrolink) (existing)***

The proposal would be in the distance. Buildings within NT02, NT03 and NT04 would be visible, including the tallest elements of each plot. Due to the increased distance, the height of the plots would be reduced and form discrete features on the skyline along with the other tall buildings.



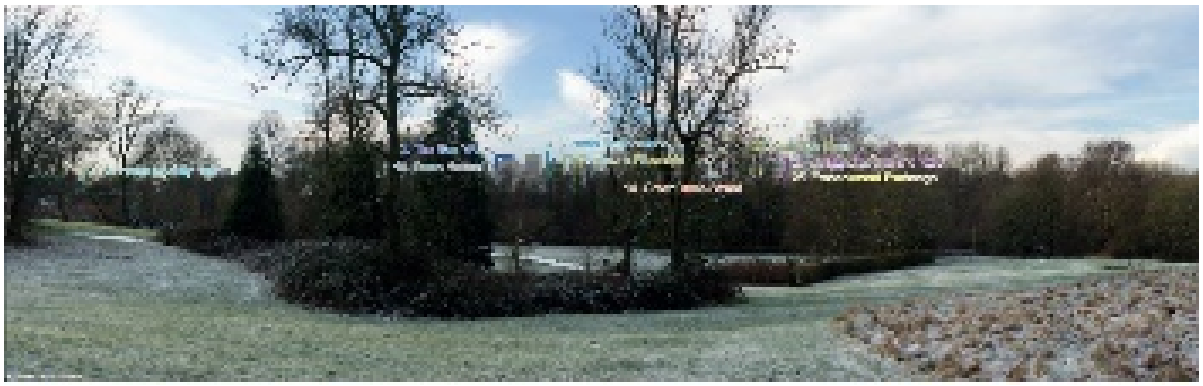
***Viewpoint 10 Queen's Road (near Metrolink) (proposed cumulative)***

Viewpoint 11 is from the centre of Queens Park, close to a former museum and gallery. The Park is on a relative high point but views over the surrounding landscape are restricted by woodland and vegetation. The land slopes down to 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)***

The views towards the development would be limited by the dense vegetation with only the upper element of the tallest elements within NT02 and NT03 visible.



***Viewpoint 11 Queen's Park (proposed cumulative)***

Viewpoint 12 is from the residential area of Miles Platting with low rise housing on Oldham Road. A new residential scheme is opposite and high-rise buildings can be seen on Oldham Road.

***Viewpoint 12 Miles Platting (existing)***

Views towards the site are limited. The tallest elements of NT02, NT03 and NT04 would be visible with the lower elements screened by existing buildings. The tall buildings would not significantly alter the view or have an unduly harmful impact on the townscape.

***Viewpoint 12 Miles Platting (proposed cumulative)***

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

***Viewpoint 13 Manchester Fort (existing)***

The tallest elements of NT02 and NT04 would be visible beyond Manchester Fort. There would be filtered views towards NT03 which would largely be screened by vegetation. The development would be seen in the context of a changing skyline where there are tall buildings.

***Viewpoint 13 Manchester Fort (proposed cumulative)***

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)***

The proposal would be seen in close proximity with buildings in each plot visible. The tallest buildings would be notable. The individual buildings of each plot would be read quite clearly, with an open view between each.

The scale and massing would contrast with the low trading estates and commercial units in the foreground, but longer-distance views towards tall buildings on the city centre skyline would be retained. This scale and massing of the buildings in the Outline application would further increase the presence of tall buildings in the area and alter the skyline.

***Viewpoint 14 North Street (proposed cumulative)***

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 is low-rise red brick industrial development.  Vegetation in the Lower Irk Valley is visible in the distance. High rise buildings can be seen including the Green Quarter.

***Viewpoint 15 St Chad's (existing left) (proposed cumulative right)***

Several buildings would visible, particualry the taller elements of NT02 and NT03 whch would rise above the low rise industrial buildings.  The scale and massing of buildings in the outline application which would further increase the presence of tall buildings and alter the skyline further.

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 limit outward views.

***Viewpoint 16 (exisintg left) (proposed right) (proposed cumulative right)***

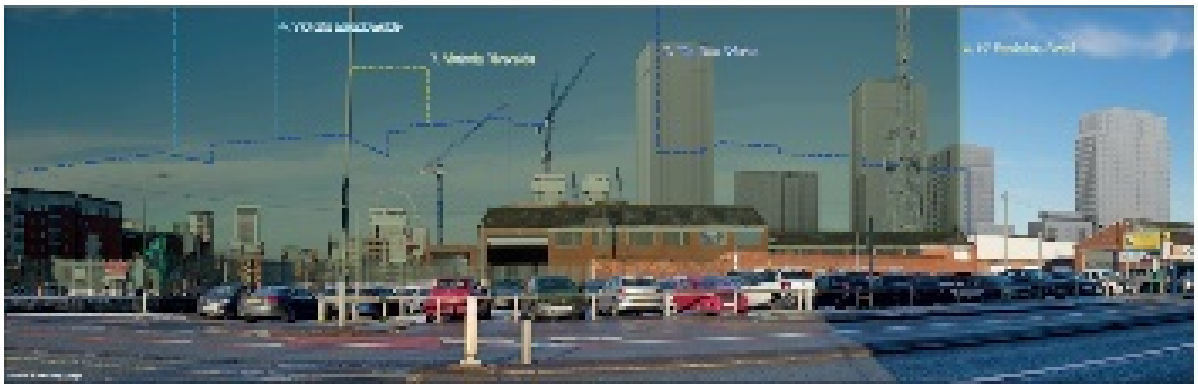
The proposal would not be visible.

Viewpoint 17 is from Rochdale Road/ Sudell Street opposite Clive Street. Views to the north-west are long-distance towards industrial development in New Cross  with the Lower Irk Valley beyond. High-rise buildings and construction works can be seen. 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)***

The proposal would be seen in close prximity to the west.  The tallest element of NT02 would be promienent, alhough several tall buildings would be legible. Buildings

located towards the south of the site will be most visible, including the Clubhouse and taller elements of NT02 and NT03. The mid rise and lower elements would be visible. The proposal would provide more visual enclosure to Rochdale Road and improve its backdrop on the approach to the city centre which will continue to evolve as development actiivty increases in New Cross.



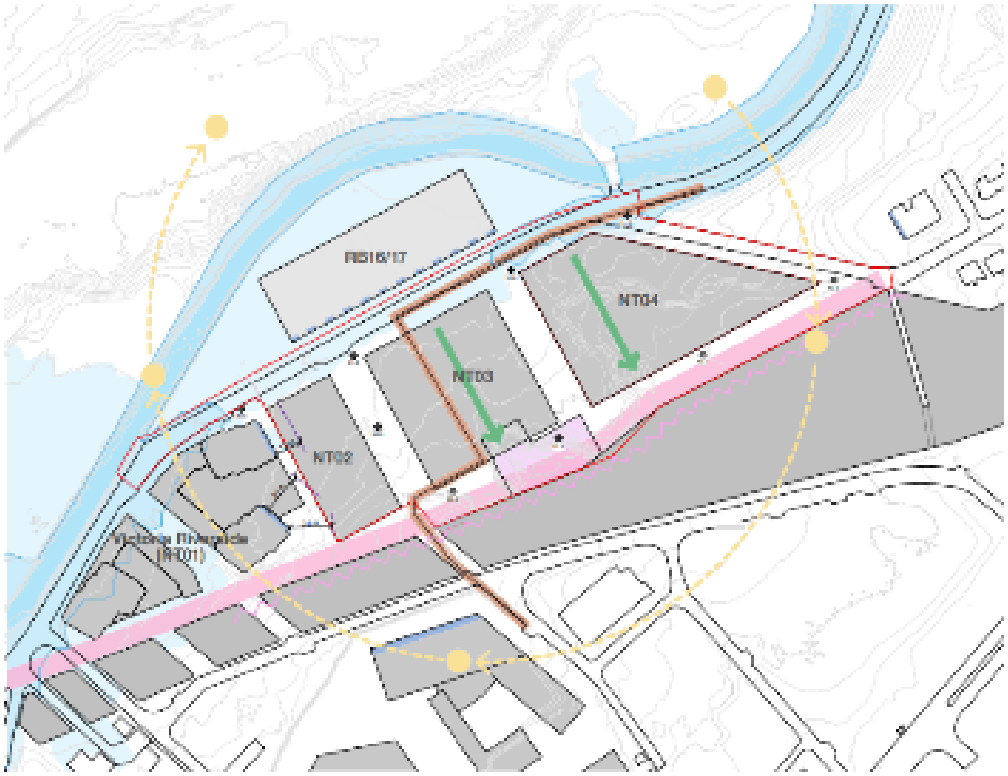
***Viewpoint 17 Rochdale Road (proposed)***

The impact of the height would not be unduly harmful on visual amenity or the city scape. In the majority of instances, the impacts would be positive. The high quality architecture and materials would create a distinctive high quality development that would complement other works in the lower Irk Valley.

**Layout, scale, external appearance and visual amenity**

The proposal would deliver the objectives of the SRF and improve the street level environment, create high quality public realm and high quality buildings. It would remove a vacant and underused site, address issues of permeability with new public realm and introduce modern buildings. Commercial would activate the street edge. Plots known as NT02, NT03 and NT04 would front Dantzic Street creating an active street edge in line with the principles of the SRF.

The siting and scale of NT02 responds appropriately to its position adjacent to Victoria Riverside ensuring that its close proximity does not unduly harm the amenity of these residential properties.




***Layout of the development with surrounding development plots***

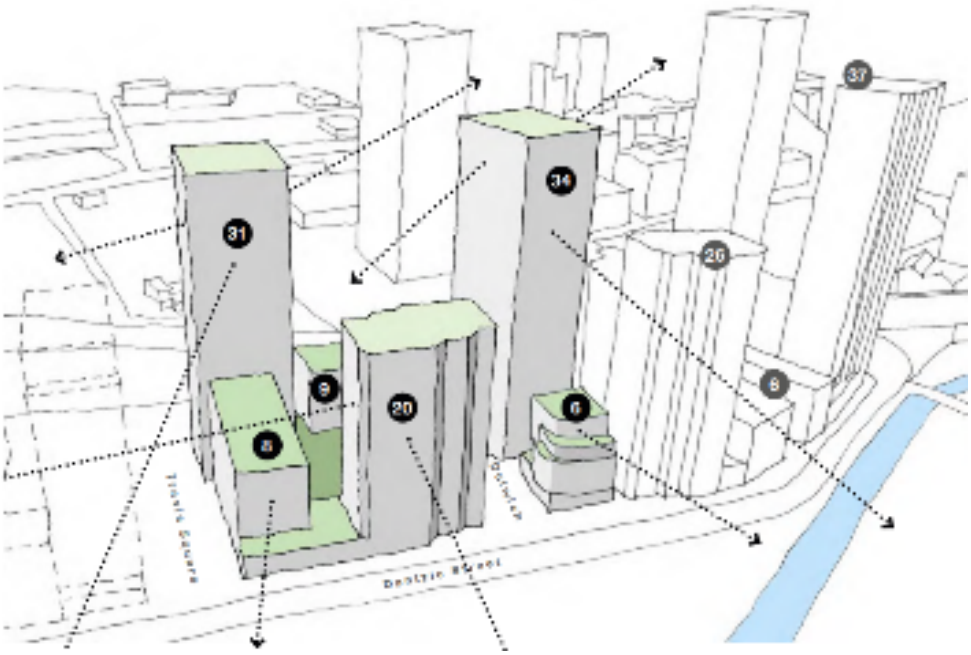
Five buildings would be created at NT02 and NT03 and have been arranged to define the street edges and to allow for landscaping.  Three buildings on Plot NT03 form a courtyard, with openings positioned to benefit from sunlight, views, and level access.

***Layout of NT02 and NT03***

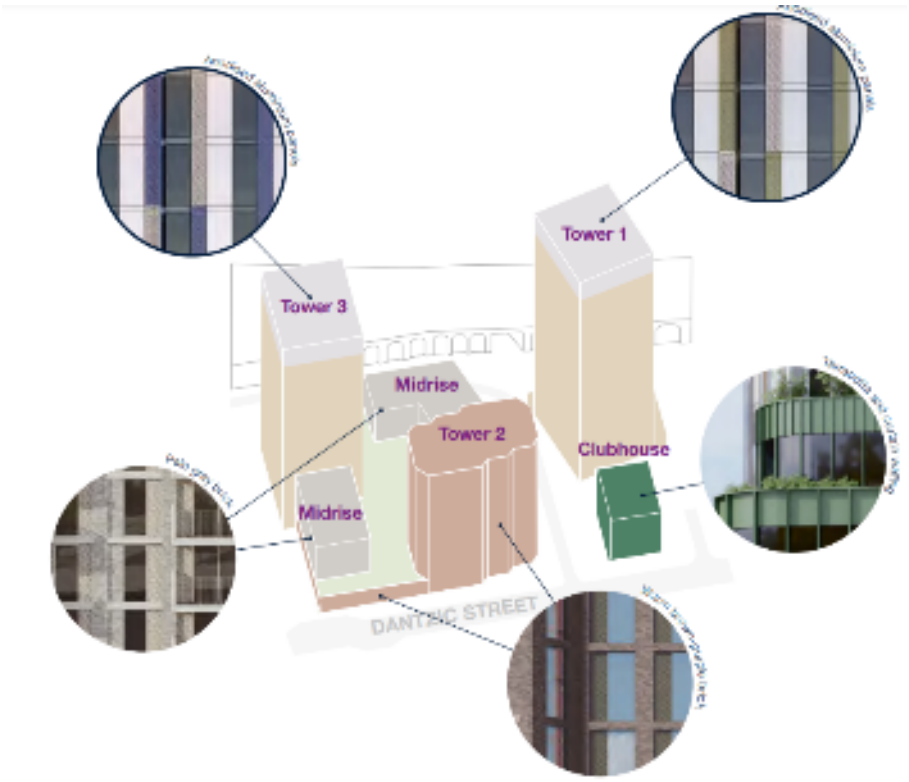
The SRF identifies that development at plots NT02 and NT03 would have two tall elements in close proximity with midrise elements at 12 and 6 storeys. NT03 would also have an enclosed courtyard. Victoria Riverside is under construction in the Lower Irk Valley which has provided an opportunity to reflect on scale and massing for these two plots.

Two towers would continue the rhythm created by Victoria Riverside. The tallest at 34 storeys marks the pedestrian passage beneath the viaduct. The 31-storey tower marks the head of Travis Square. The 20-storey tower marks the entrance to Dulwich Street, with the form stepping back from Dantzic Street to reduce the overall impact in a similar fashion to Victoria Riverside.

Six-eight storey elements face onto Dantzic Street which would reflect the principles established by the Victoria Riverside development and the requirements of the SRF to have mid rise elements onto Dantzic Street.

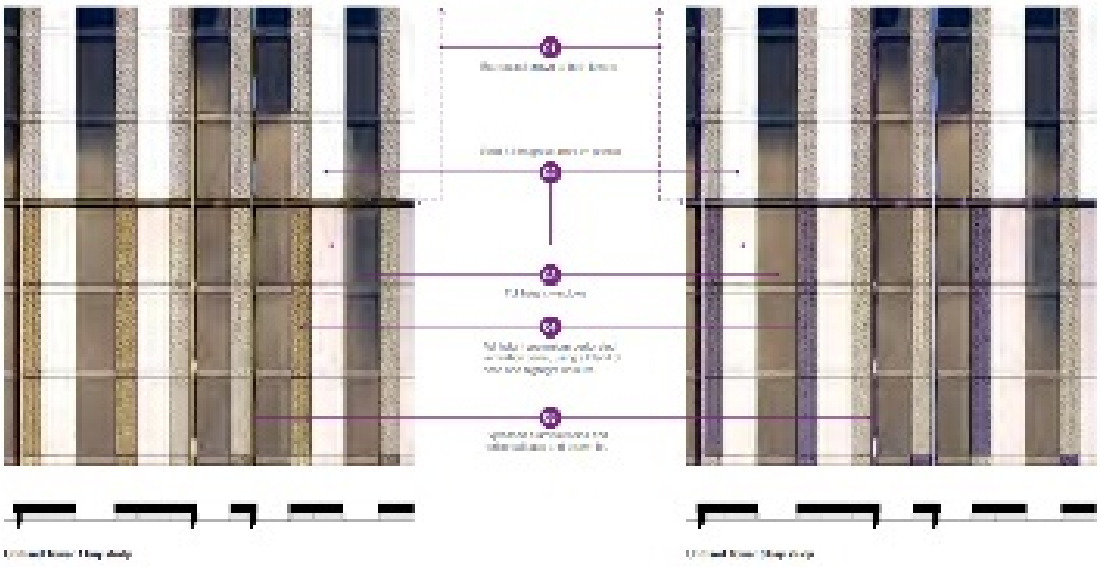



***Building heights for NT02 and NT03***




***Material pallette for NT02 and NT03***

The primary material for towers 1 and 3 would be anodised aluminium. Colour, texture and fins would express the vertically of the buildings. The materials would complement those on the adjacent Victoria Riverside development.



***Tower 1 materials (left) Tower 3 materials (right)***

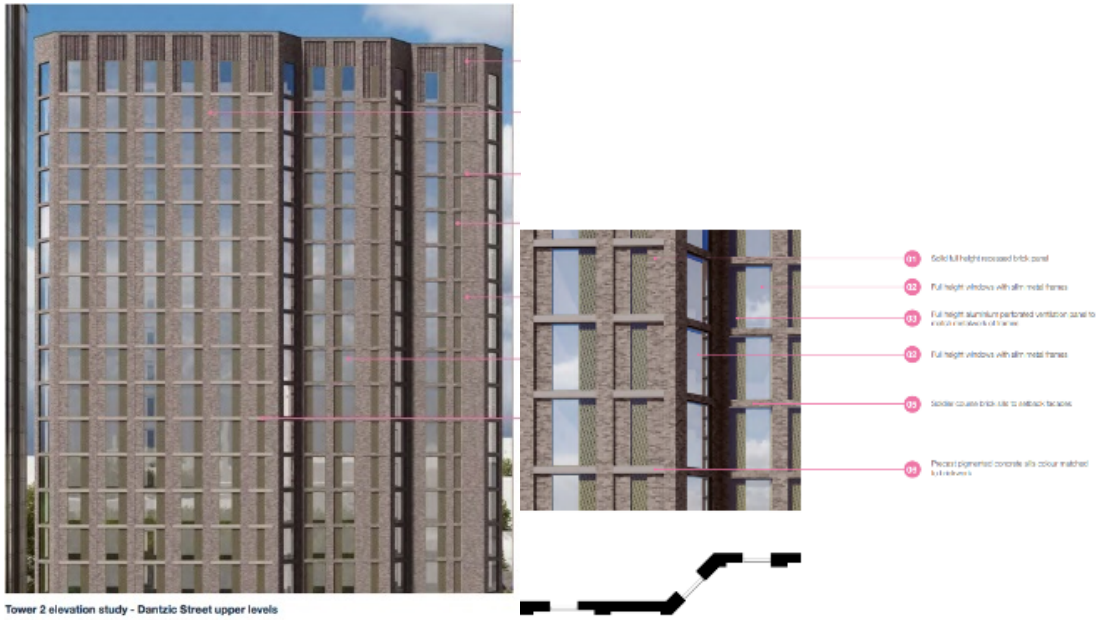
Full height aluminium perforated ventilation panel would be used to blend and highlight colours alongside a expressed aluminium fin and horizontal base and crown fin.

***Image of towers 1 and 3 (mid rise buiding in the middle) with along Dulwich Street South***

The upper levels of the anodised towers would have a lighter colour to provide variation from the main material.

***Image of tower 1 (right) and mid rise block (left) along Dulwich Street West***

Tower 2 would be a brown-purple bricks. It would have full height recessed brick panels and full height slim metal window frames. Soldier course brick sills would be setback into the facades. A full height anodised aluminium perforated ventilation panel would complement the window frames. Precast pigmented concrete sills would becolour matched to the brickwork.



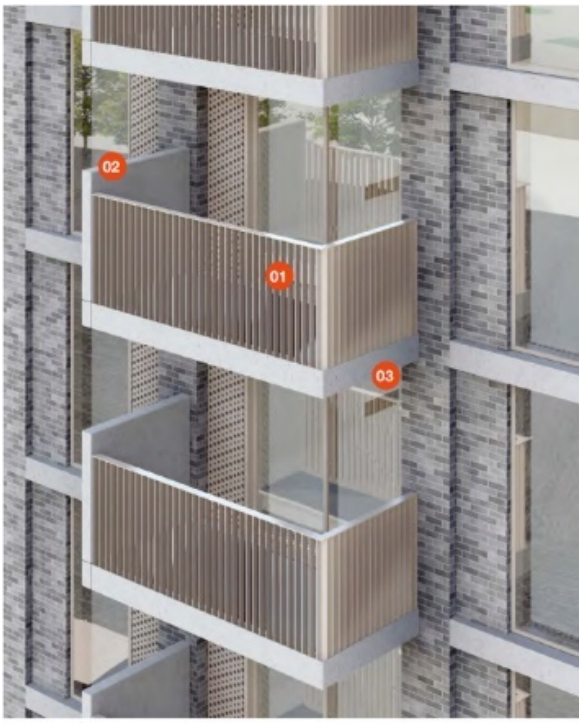
Tower 2 elevation study - Dantzic Street upper levels

***Tower 2 materials***

The mid-rise buildings are a pale grey brick. A full height anodised aluminium perforated ventilation panel would be to the side of each window with a projecting balcony and slim metal frames. Pre-cast pigmented concrete sills would be colour matched to brickwork.

***Mid rise materials***

Projecting balconies have a solid metal base and side and slender metal balustrading. It would have a simple, uncluttered appearance.  Balconies face Daulwich Street and Travis Passage.




***Balcony design***

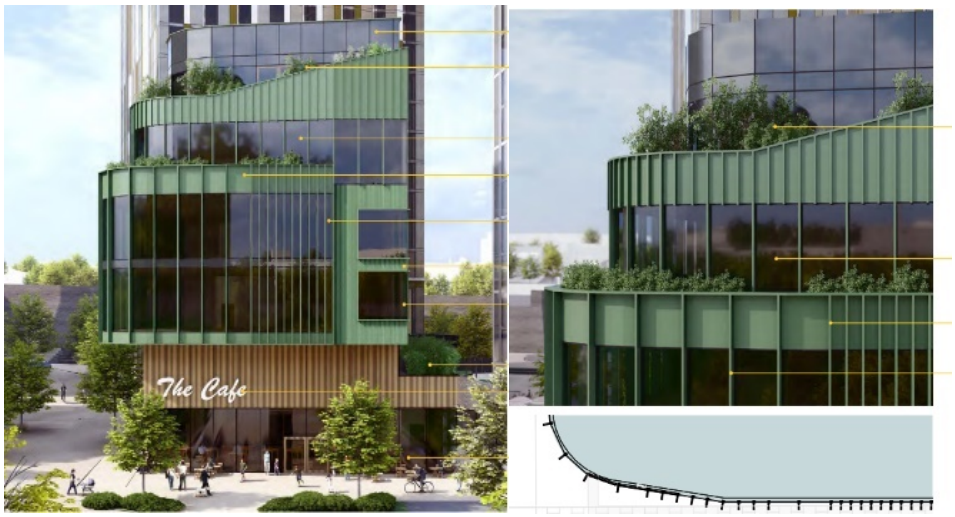
Signage would be mounted internally behind the upper panel of the commercial frontages and consist of individual letters.  Projecting signs would be no more than 30mm and one per unit.


***Indciative image of the signage startegy for NT02 and NT03***

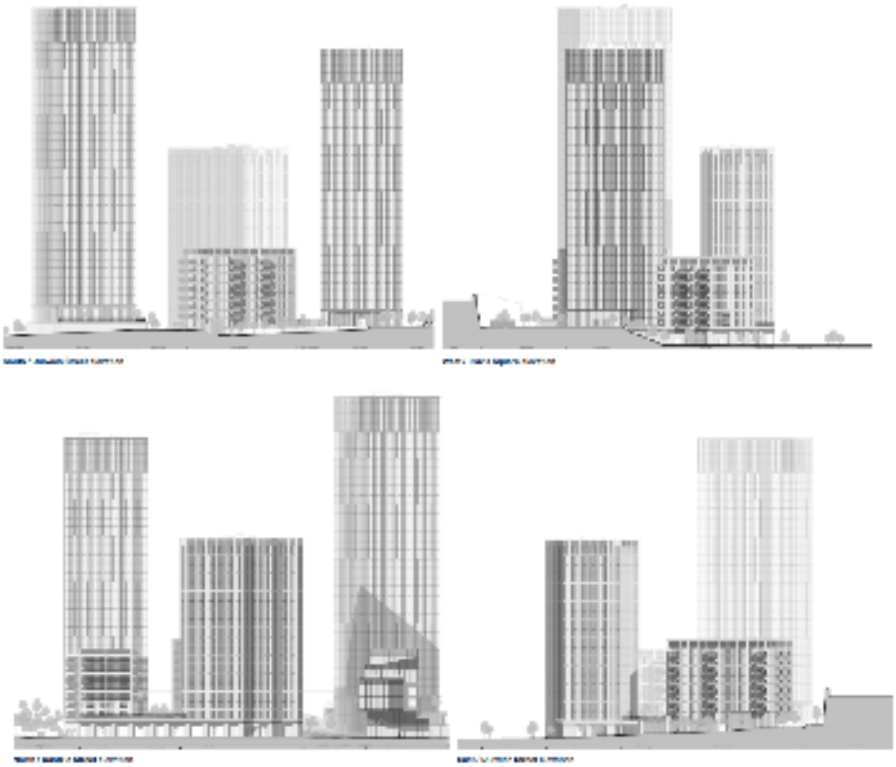
A six storey club house would be created on the corner of Dantzic Street and Dulwich Street.  This would form a residential hub for Red Bank. An active frontage would be created at ground floor with residential amenity on the upper floors.


***Layout of the clubhouse***

The primary materials would be green, textured, terracotta panels, and terracotta fins fixed to glass curtain walling. The storeys step back at the upper levels to provide planted green terraces. Large glazed openings provide a unified streetscape, comprising the commercial units and residential lobbies. The first floor would be wrapped in a perforated anodised aluminium sinusoidal veil, with windows concealed behind.




***Images of the clubhouse***

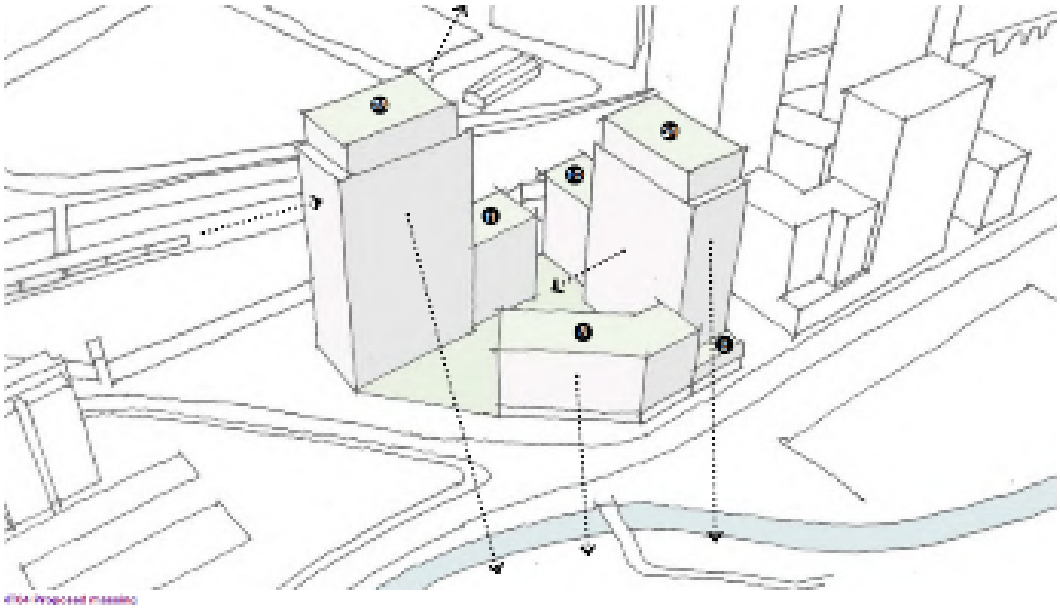


***Full elevations of NT02 and NT03***

***Image from Dantzic Street including tower 2 (left) and clubhouse (right) looking towards Dulwich Street***

NT04 would be the final plot in this section of New Town. There is a level difference across plot NT04 of approximately 10m between Dantzic Street and Dulwich Street.

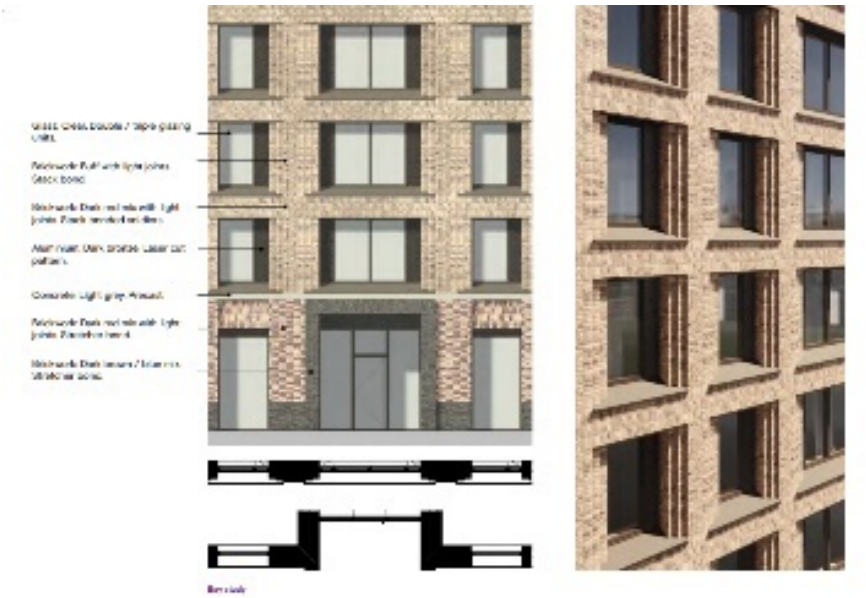
The 3 buildings would be arranged around a courtyard. The SRF proposes that heights are maximised along the railway. The proposal creates towers of 24 and 28 storeys with a mid rise element at 10 storeys.  The SRF requires lower buildings on Dantzic Street.  The mid-rise chevron shaped building on Dantzic Street is at 8 storeys in line with the SRF principle.



***Building heights for NT04***

The primary material is brickwork WITH different tones articulating different volumes and breaking up the scale of the buildings. There would be two brick tones – a light yellow / buff brick to the towers and a contrasting yellow /red brick to mid-rise elements. There would be a limited palette of two darker tones for contrasting elements at the plinths and tops of the buildings, precast concrete elements for cills, and dark bronze coloured metalwork.

The tower facades (28 and 24 storeys) would contain large glazed opening with anodised aluminium pattern panels in dark bronze.  The brickwork would be dark red mix with light joints with dark brown/blue mix to mark entrances.  Light grey pre-cast concrete cills would be used.



***Tower main facades***

***Tower crown element***

The 8 storey building to Dantzic Street would use the dark red mix with light mortar joints and light grey pre cast cills.  A zig Zag pattern would be used for the balustrades. Triple height glazed commercial units would be created at ground floor with awnings.

***Mid rise facades***

The amenity pavilion would provide a signage zone.


***Signage zone for the amenity pavilion***

Signage would be mounted internally behind the upper panel of the commercial frontages and consist of individual letters.  Projecting signs shall be no more than 30mm and one per unit. An awning is proposed.

***Signage zones for NT04***

***Full elevations of NT04***

***Image of NT04 from Dantzic Street***

***Image of NT04 from Dalton Street***

The height and massing accords with the principles of the SRF. The facades would be created with a range of colour and tone of the anodised panels and brickwork.

Conditions would that they are acceptable and the design is delivered to the required standard together with retention of the project architect (which would be secured by a Legal Agreement).

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

Accessible public realm would enhance the setting of the proposal. The site currently contributes very little to the local environment, dominated by low quality building, hard standing and soil mounds.

There is an opportunity to activate the Dantzic Street, Dalton Street and Dulwich Street and accessible courtyards. There is also an opportunity to be innovative with the site levels and incorporate the River Irk.

The concept is to maximise green connections and movement through the site and beyond, connecting it to the river corridor and other green spaces such as Angel Meadow. Connections would also be made with St Catherine's Wood.

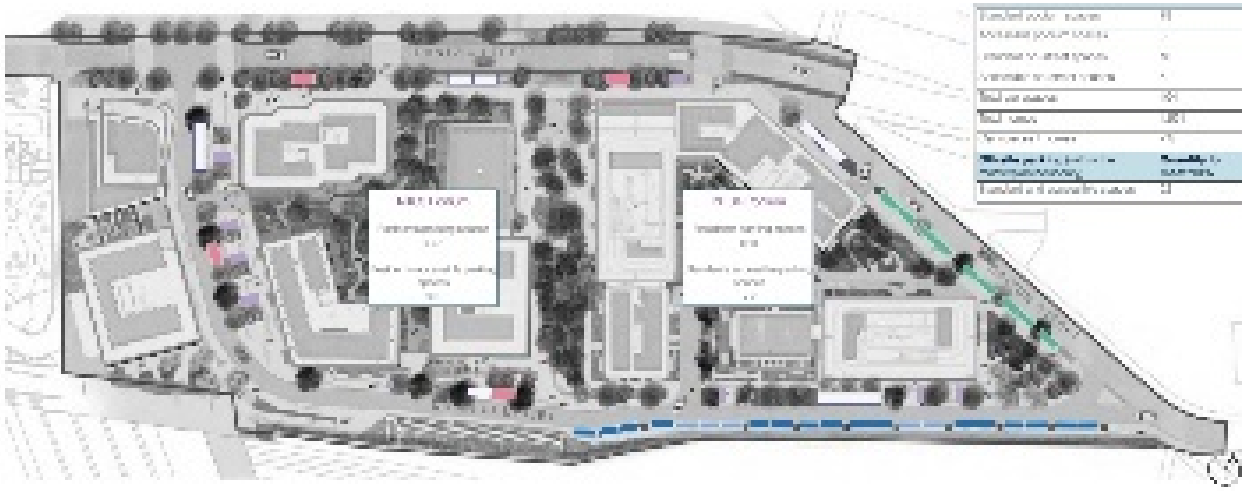
***Landscape Masterplan***

Danztic Street and Dalton Street would be repaved and include rain gardens, planting and an integrated cycle route. A delineated cycleway, trees and planting would be introduced along the southern side. Improvement to the northern side of Dantzic Street would be part of a future phase.

Travis Sqaure would have seating, planting and spill out spaces for the commercial uses. Dulwich Street would be located adajcent to the railway line and provide vehcile access for residents, deliveries and servicing. Active sapces would be created throughout the development which would include play space.

The courtyards for NT02, NT03 and NT04 would create private amenity spaces. The significant level changes require steps and slope and areas public realm and courtyards include step-free access.

Dantzic Street and Dalton Street would provide visitor parking whilst Dulwich Street predominantly provides residential parking with accessible parking spaces for visitors.



***Parking locations (accessible parking 'pink', visitor parking 'green' and residents parking 'blue'***

Green infrastructure includes public realm, courtyards and planting, rain gardens and tree planting. Green and brown roofs are proposed at roof level.

***Green infrastructure***

The green and brown roofs would help slow surface water run off rates. The hard standing in the public realm and courtyards would be permeable providing water attenutation benefits. Rain gardens would capture and filter surface run-off from adjacent footways.

Boundary treatments would provide security and means of enclosure to communal courtyards and private terraces. Screens and balustrades would provide wind mitigation in identified locations.

Active spaces would be created in the public realm. 25 sqm spaces could be used for commercial, recreational or ecological purposes. These multiple acticity spaces are flexible and can be adapted to the future needs of the community.

Commercial launch pads would offer space for ground floor tenants to activate the public realm. These would be flexible modular elements, which can be stored,

assembled and managed. Special events and markets could utilise the public spaces to promote a fluctuating and lively street scene along Dulwich Street.

Recreational launch pads offer respite, amusement and leisure for residents and visitors.

Ecological launch pads connect residents and visitors to nature. They  provide vital green space and ecological niches for local wildlife and plant communities.

***Lauch Pad locations***

Six character areas would be created: Dantzic Street; Dulwich Street West; Dulwich Street South; Travis Square; Dalton Street and Courtyards


***Character Areas***

*Dantzic Street*

Natural stone paving and street furniture would be created along the route adjacent to ground floor commercial uses creating an active street. Segregated cycle lanes would be raised above the carriageway to create a safe and active travel corridor. Planting and trees would provide a natural and enhanced setting. Accessible parking and laybys would be created along the street edge.

***Image of Dantzic Street***

A landscaped street would facilaite sustainable drainage for the footway and include seating and commercial spill out space.

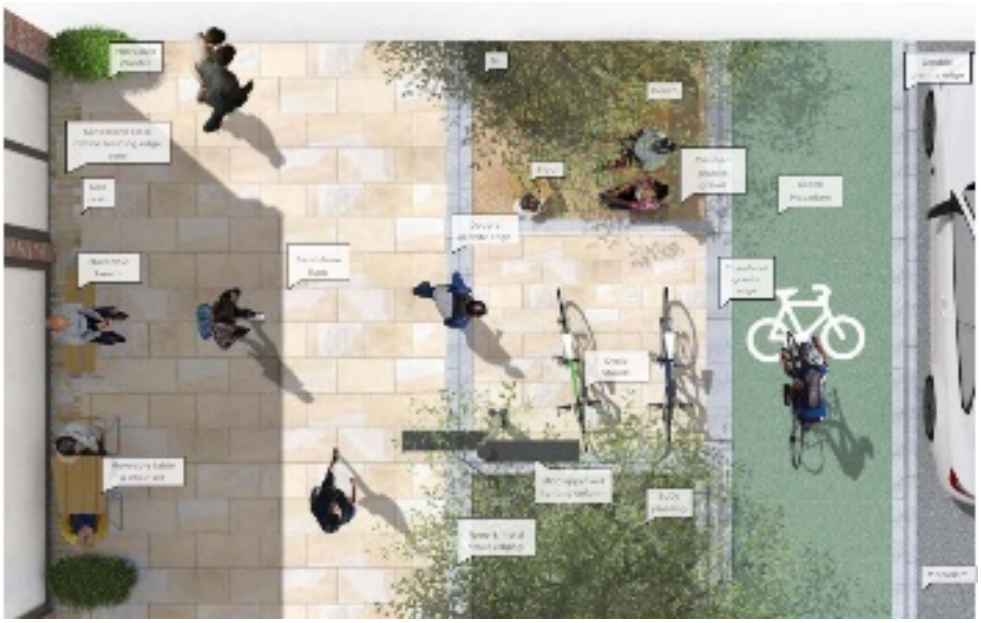


***Image of Dantzic Street***

*Dulwich Street West*

Dulwich Street provides for pedestrian, cycle, servicing and vehicle access from Dalton St to the north and Dantzic Street. It provides access to plots NT02, NT03 and NT04.The street forms the main accessible route on a challenging steep site and has

been designed as a slope with a gradient no less than 1:21. Dulwich Street would prioritise pedestrians, cyclists, active commercial spill-out spaces and car parking.

Large trees would be required as part of the wind mitigation strategy which would provide an attractive green environment.

The design would allow the potential for future pedestrian and cycle connection along the front of the viaduct to Victoria Riverside and beneath the railway to Bromley Street

***Image of Dulwich Street West***


***Images of Dulwich Street West***

Dulwich Street West would contain spaces for outdoor amenity for the adjacent commercial uses. A modular frame structure would create a customisable space for a variety of business uses.  The commercial launch pad could also be used for pop up markets and special events creating a lively public street along Dulwich West.

***Image of a commercial Launch Pad***

*Dulwich Street South*

The streets character would be greener and more residential and is reflected in the planting, seating and opportunities to create play space. A sloped and stepped resident's access to NT03 is integrated between planted terraces. Further residents access is provided to NT04 and the entrances to the town houses. Resident's

parking is proposed along the southern side of the street, alongside the railway viaduct.

***Image of** Dulwich Street South*

***Image of** Dulwich Street South in section*

Recreational spaces would offer places to relax .  Reclaimed brick and Corten edging complement the planting and surrounding paving palette and serve to make the space natural and inviting. They could include outdoor dining which can contains picnic tables and grills

***Image of a Recreational Launch Pad in different formats***

A play space focused recreational spaces would offer custom designed structures for children and adults.

***Image of a Recreational Launch Pad as play space***

Ecological spaces would provide trees and planting which would naturally adapt over time. There would be dense ground cover and shrub planting below the tree canopy. The pocket forest provides ecological spaces for local pollinators and visiting wildlife. The spaces would also offer sustainable drainage.

***Image of an ecological launch pad***

*Travis Square*

Travis Square is a public space is activated by commercial units on Dantzic Street.  A ecological slope would be created. The planting in the centre would contribute significantly to biodiversity.

***Image of Travis Sqaure***

The materials follow that of Dulwich Street using a mixture of natural stone and concrete pavers.

***Image of Travis Sqaure***

***Image of Travis Sqaure in section***

*Dalton Street*

The footway connecting to Plot NT04 would be the same as Dantzic Street. A segregated cycle lane would connect into the cycle infrastructure on Dantzic Street. A diverse range of planting provides a characteristic and natural setting to the street. Between the planting beds, on street parking bays and servicing bays are located, along with seating cycle stands and other neighbourhood furniture.

***Image of Dalton Street***

Dalton Street will have on-street car parking interspersed by green spaces.

***Image of Dalton Street***

***Image of Dalton Street in section***

*Courtyards - NT02*

Two  resident's terraces at NT02 are accessed from the first floor level. The first is on the viaduct side with a south-facing aspect. The second is between the tower and the Club House building, with views down to the activity on Dulwich Street. Both are green terrace gardens with space for socialising, relaxation and resident's events set within and around beds of planting. A series of planted terraces step down from the communal terrace to Dulwich Street.


***Image of Courtyards - NT02***

*Courtyards - NT03*

Paths and planting would be created. Seating, socialising, relaxing and play space would be created ensuring that this development is age friendly. Seating and screen structures create enclosure and definition to the spaces.  Private terraces are proposed for the ground floor apartments and town houses.

***Image of Courtyards - NT03***

*Courtyards - NT04*

The NT04 courtyard creates space for informal natural play set within planting and trees. Private terraces are proposed for the ground floor apartments, screened by low hedge planting. The courtyard slopes down towards Dalton Street creating an attractive green arrival on to the public realm.

***Image of Courtyards - NT04***

**Open Space and Sports Provision**

Paragraph 98 of Section 8 of the NPPF states that new developments should provide access to a network of high quality open spaces and opportunities for sport and physical activity which is cited as having an important impact on health and well being of communities as well as helping to address climate change.  The NPPF

states that there should be 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 suitable sports and recreation facilities where opportunities arise in policy EN11. This policy requires that where there is significant levels of development, open space, sport and recreation should be provided including making such spaces accessible for disabled people, pedestrians and cyclists both across and between sites and to enhance biodiversity. Sport England have raised an objection to the application on the grounds of the conflict with section 8 of the NPPF.

This is an area where significant levels of housing is proposed to meet population growth. This growth needs to be supported by infrastructure including improved access to green spaces, pedestrian and cycle links and sporting facilities.

Significant improvements would be made as part of this application and the Outline application to support new green infrastructure, active travel, informal play and sports provision.

The proposals across both development include 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.

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**

4 individual trees and 4 groups of trees were surveyed. Tree cover is entirely self-set and comprises clusters of goat willow and silver birch. Individual trees are present. There are two large goat willows adjacent eastern boundary fence. They are both twin stemmed and there is evidence of previous excavation around their base. There is a sycamore next to the railway retaining wall. There is a large stockpile of soil encroaching onto this tree but it remains in a good condition. With the exception of the sycamore, the tree coverage at the site is considered to be poor.

All of the existing trees and vegetation would be removed. Trees outside of the application site would be protected.

In line with the requirements of policy EN9, new trees and planting would mitigate against the lost trees. Over 70 new trees would be planted. Over 1100 trees would be planted across this application and the outline application. This would mitigate the

harm of the trees and vegetation being lost and contributes toward biodiversity at the site and wider area.

**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 was 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.

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.

**Biodiversity**

A modest amount of tree and vegetation would be removed. The public realm and landscaping works and the introduction of green and brown roofs, would achieve a net gain in biodiversity of 26.86%.

The green roofs at mid level would be planted with a native wildflower mix which would be attractive to invertebrates and provide foraging opportunities for birds and bats. Larger areas of green roofs would be located on the mid level NT04 roof which would be planted with herbaceous perennial and shrub planting. Attractive to invertebrates. The brown roofs on the towers would self vegetate by wind blow or bird dispersal creating a natural habitat. This would also provide a place for foraging and nesting birds including Black Redstart.

This should be assessed in conjunction with the works expected to take place at Red Bank. Both proposals would transform the former industrial area with green and blue infrastructure creating habitats, tree coverage and planting.

**Effects on the Local Environment/ Amenity**

(a) Sunlight, daylight, overshadowing and overlooking

*Sunlight and daylight*

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has been given to instances of overlooking which may result in a loss of privacy.

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 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, 19-27 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.

The assessment shows that there were no material impacts on existing conditions of VSC, NSL or APSH.

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 were assessed for NSL with 1389 (79.8%) within the recommended, while 351 rooms (20.2%) are below.

In terms of sunlight, out of the 1740 rooms assessed, 1393 (80.1%) were within the recommended criteria and 347 (19.9%) are below.

*Meadowside Plot 4* 681 windows have been assessed with for VSC. As a result of the development, 674 (92.4%) would meet the VSC criteria whilst 1 (0.1%) windows experience a minor impact, 4 (0.6%) a moderate impact and (0.3%) 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, 1418 (91.4%) would meet the VSC criteria whilst 88 (5.7%) windows experience a minor impact, 26 (1.7%) a moderate impact and 18 (1.2%) a major impact. For sunlight, 244 windows have been assessed and would meet the criteria.

*1 Lord Street* 155 windows have been assessed with for VSC. As a result of the development, 154 (99.4%) would meet the VSC criteria whilst 1 (0.6%) window would

experience a moderate impact. For sunlight, 155 windows have been assessed and all would meet the criteria.

There were no material impacts over current conditions on the following amenity spaces: 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.

The overall impact of this development on surrounding developments is within an acceptable limit for daylight and sunlight. Where there are impacts, there are within acceptable levels for an urban context such as this and are not of a magnitude to warrant refusal of the application.

The surrounding developments are of a sufficient distance from the application to not result in any unduly harmful impacts for overlooking which could result in a loss of privacy.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that no 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. Roads which may be used for construction traffic and post development are in the AQMA. 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 ($NO_2$) and particulate matter with an aerodynamic diameter of less than 10 μm (PM10) and less than 2.5 μm (PM2.5) 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. There are also likely to be cumulative impacts from other nearby developments which may be under construction at the same time. This could result in peaks in the impact of all developments taking place. However, as developments are likely to be brought forward in phases, this would seek to minimise the overall impact on local air quality conditions through construction.

The impact on human health would be high for demolition, earthworks, and construction . The impact from construction traffic would be lower due to condition and surface material of Dantzic Street.

Mitigation measures such as dust suppression, 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, would minimise the impact on local air quality conditions. 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 on completion. Although the development would generate traffic, it would not create new impacts on air quality conditions (NO2, PM10 and PM2.5).

There would be 10% car parking totalling 156 spaces (104 on site and 52 off site ). 7% would be for residents, in the podiums and on Dulwich Street totalling 104 spaces (including 10 accessible). 3% for residents would be off site in a location in the outline planning application totalling 52 spaces.

Car parking would be fitted with EV charging together with 1551 cycle spaces together with visitor spaces within the public realm. A travel plan would encourage public transport use and reduce vehicle trips.

As the development would operate on an all electrical system (through the use of air source heat pumps), there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the development is occupied. A mechanical ventilation system would ensure that air intake to the homes would be fresh and free from pollutants.

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

(d) 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.

Wind tunnel testing has 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. Scenarios (including existing conditions) have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety. The testing also considered mitigation measures and their impact on minimise wind conditions.

184 locations (126 at street level and 58 at the elevated levels of plots NT02-NT04) were included in the wind tunnel model. At each location, local wind speeds were measured.

The current wind conditions are generally suitable for pedestrian safety and comfort. There is one location, south west of Victoria Riverside Block A, where there is an exceedance of pedestrian safety. In addition, there is an exceedance of wind comfort at two locations at ground level entrances a the north and west facades of Victoria Riverside Block B and the east façade of Victoria Riverside Block A.

The introduction of the proposal would see 5 exceedance of pedestrian safety alongside the existing exceedance in the south west corner of Victoria Riverside Block A. There would also be numerous locations where wind comfort would be exceeded which mainly relate to building entrances, terraces and throughfares.

These impacts persist in the cumulative context with other developments in the area including the introduction of development at the outline application

With the introduction of the landscaping strategy and wind mitigation measures, all exceedances of the pedestrian safety and comfort criteria were largely resolved. Measures include screens and hedges to entrances, perforated panels to the clubhouse terrace and private terraces, perforated panels to the southern boundary, screens to outside seating areas and central courtyard of the NT3 podium terrace and lower balconies along the west elevation.

There are two areas which would remain: the north west corner of NT04 external amenity terrace and the lower balconies at the northwest corner of NT03. Wind conditions at these locations in summer are only rated as suitable for standing/short periods of sitting. Given the intended use of these spaces, which would be subject to a management arrangements, the conditions in these spaces is considered suitable for their intended use.

The wind mitigation measures must be put in place prior to the first occupation of the development which should be secured by a planning condition.

**Noise and vibration**

A noise assessment Identifies the main sources of construction noise would be from plant, equipment and construction including breaking of ground and servicing.

These noise levels would be acceptable provided that the operating and delivery hours are adhered to, an acoustic site hoarding and equipment silencers are used and there is regular communication with residents which can be secured by a planning condition.

When the development is occupied, the acoustic specification of the homes would limit noise ingress from the main external noise sources, particularly from nearby roads, the rail/tram lines and noise transfer from ground floor commercial uses.

A mechanical ventilation system and appropriate glazing would ensure that noise levels within the homes are acceptable. There would also be a requirement to demonstrate that the homes would not overheat. The final scheme would need to be agreed by a condition and verified prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation 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**

Each apartment would have separate storage areas for refuse, recyclable and compostable materials. Residents in the tower elements would use refuse chutes with a tri-separator. Residents in the lower buildings would take their waste directly to refuse and recycling stores located adjacent to ground floor circulation cores.

The size of each the stores would exceed the recommended guidance of 0.43m2 per apartment. All refuse stores would be managed by the facilities staff.

All refuse stores would be mechanically ventilated. Management would move the bins to the kerb side on Clive Street or Gould Street and promptly move them back to the store when emptied.

Servicing and refuse strategy would take place from lay-bys in the public realm, located close to each building. These could accommodate the largest refuse vehicle currently in use or likely to be used in the future and the likely size of delivery vehicles given the nature of the land uses. Delivery vehicles use Dantzic St / Dalton St / Dulwich St.

The refuse arrangements are acceptable in principle to Environmental Health subject to further details in order to satisfy policies EN19 and DM1.

**Accessibility**

There are significant level changes across the site. There is a 6 metre difference across NT02 and NT03 which has resulted in different finished floor levels across the scheme. The floor levels also ensure that the development is flood resistant. All entrances would be level and the route connecting Dantzic Street and Dulwich Street is fully accessible.

NT04 slopes approximately 10 metres from Dantzic Street/Travis Square to the junction of Dalton Street and Dulwich Street. The public realm connecting NT02/NT03 with NT04 is fully accessible including all building entrances. To achieve this, the building is placed on terraces.

There would be 10 accessible parking spaces close to building entrances and circulation cores. Laybys around the site to facilitate pick and drop off.

Main entrances to buildings would consist of a sliding door with a 1000 mm clear width opening. The clubhouse would have level access and lifts.

Internal corridors would be 1500 mm wide and all upper levels would have a lift. 10% of the homes would be M4(2) standard 'Accessible and Adaptable Dwelling'

**Flood Risk/surface drainage**

The site is in primarily situated in Flood Zone 1 with a less than 1 in 1000 annual probability of flooding. The Dantzic Street frontage is 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 flooding problems. The residential use is identified as 'More Vulnerable' with offices and commercial space being 'Less Vulnerable'.

A Flood Risk Assessment (FRA) identifies that building layouts, usage and public realm are in areas which reduces their flood risk or are compatible with water such as public realm and commercial uses.

Modelling carried out for this planning application, and the outline planning application, demonstrates that the proposals can be brought forward independently and that the development would not have an adverse flood risk on the site or elsewhere.

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

The design has incorporated measures to minimise the risk of flooding on the proposal. This includes setting NT02 and NT03 floor levels above the flood levels and other mitigation measures.

NT04 is the only plot with a vulnerable commercial use with the floor level which are set below the design flood level. The impact on this premises is marginal and mitigation would include an impermeable concrete upstand, raised electrical fittings

and barriers. Safe access would be provided to the rear of the premises in the event of a flood.

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 at the development. This should therefore 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.

As 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, 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 Norther Gateway SRF. The project value is £330 million and is a brownfield site that can accommodate high density housing in the form of 1551 new homes (including 5% affordable homes), commercial space and new place making. This would contribute a 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.

Only public realm and the commercial uses in NT04 are in Flood Zone 2. 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.

The carriageway of Dantzic Street and Dalton Street would be lined with a green SuDS corridor which would provide water quality treatment and attenuation for runoff. Final details of the surface water drainage scheme are to be agreed by condition. A new surface water outfall is proposed to the River Irk. Final details should be agreed by planning condition.

Given the level of contamination at the site, and therefore risk to groundwater, this should be considered in further detail by way of a 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 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 together 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. The statement indicates that traffic flows into and out of the area are likely to decrease following development.

Several areas of improvement are necessary to ensure traffic and pedestrian flows are safe and would be a condition.

Encouraging and enhancing pedestrian and cycling links would ensure that residents and visitors can access other parts of the Red Bank and New Town and city centre. Provision of new bus stops in order to promote better usage of future improvement to this route as a bus corridor. An effective signage strategy to help promote pedestrian and cycle activity along appropriate routes.

There would be 10% car parking provision (156 spaces). 7% would be on site and in the podiums and on Dulwich Street (104 spaces). 10 of these 104 spaces are accessible (6.5% in total). 3% (52 spaces) would be off site in a location within the outline planning application. The location, design and specification of this off site car parking area would be secured by condition. Temporary, secure and well-lit car park would be provided until the permanent solution is in place. 13 car parking spaces on site are proposed at Dulwich Street, Dantzic Street and Dalton Street for visitors including 4 accessible on-street spaces.

1551 cycle spaces would be provided, i.e one space per dwelling together with 86 visitor spaces.

The development would be served by a private road ‘Dulwich Street’ from Dalton Street. This 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.

Dantzic Street would be widened to 6.5 metre to accommodate two way bus movements. Traffic calming is also proposed with improved pedestrian crossing, footway widening and a west bound cycle lane. The speed limit would be 20 mph. Car club bays would be provided.

A servicing strategy would be required to be agreed to determine the arrangements for the serving 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.

**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. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

**Ground conditions**

A ground conditions report details that the site is contaminated from previous uses and requires remediation. The ground conditions are not complex so as to prevent development provided a strategy is prepared, implemented and the works verified. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

**Construction management**

The work would take place close to homes and comings and goings from the site are likely to be noticeable. It is acknowledged that there has been some local concern raised regarding on street parking from construction workers and litter associated with existing developments under construction in Victoria North. Construction works is likely to begin in Q4 2023 and be completed by Q4 2029.

The National Rail mound located on Plot NT03 would be excavated to facilitate construction works. Either side of this are masonry wing walls which retain the sides of the mound as it interfaces the northern elevation of the railway viaduct. A new retaining structure, comprised of a 45.7m long, contiguous piled retaining wall with a gabion retaining wall above, would be built prior to the removal of the National Rail mound in order to maintain stability to the railway viaduct. The final details of the siting, appearance and scale would be agreed by planning condition.

A condition requiring a construction management plan to be agreed should be a condition. This would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond. In addition, it would require a clear communication strategy with the local community and businesses to inform them of works. A clear management strategy would be required for construction parking and servicing to minimise impacts.

Construction vehicles are likely to use Dantzic Street which should minimise disruption on the local network. There is a large amount of activity in the local area but the proximity of the strategic road network should help to minimise disruption on the surrounding area.

Provided the initiatives outlined above 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. However, it is recommended that a condition of the planning approval is that the final construction

management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

**Fire Safety**

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

A number of queries raised by the HSE have been addressed. There are outstanding matters, but these are issues that should be addressed through building control and are not land use planning issues that can be dealt with through the planning process. The applicant has responded to these comments and the issues are being considered early in the design process as a result of the Gateway one consultation.

Fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the Fire Safety Report and supplementary information will be a specified in the approved plans and supporting information condition of any consent granted. On this basis it is considered that that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

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 form the street scene.

**Legal Agreement**

A legal agreement under section 106 of the Planning Act would secure a 5% on site contribution to affordable housing together with mechanism to re-test the viability of the scheme at an agreed future date to determine if there has been a change in conditions which would enable an affordable housing contribution to be secured in line with policy H8 of the Core Strategy as explained in the paragraph with heading "Affordable housing".

There would also be provision within the legal agreement to ensure that the architect 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 in an important site in the Northern Gateway SRF which is suitable for a high-density development. The site is brownfield and largely vacant.

Its vacant nature and poor quality environs undermines the regeneration opportunities for this area. Redevelopment is necessary to realise the significant regeneration benefits outlined in this report which include a significant continuation to the city's housing land supply though the provision of 1551 new homes together with new public realm, place making and highway improvements along Dantzic Street.

One, two and bedroom homes would be created with ancillary amenity spaces, residents lounges, gym and active ground floor commercial uses. Each building would have its own identity which would make a positive addition to the city skyline. The buildings would be of a high standard of sustainability being energy efficient and operating on an all electric system. This offers the most suitable long terms solution to energy supply and carbon reductions.

There would be a 5% on site affordable housing with a mechanism secured by the Legal Agreement to review the viability at a later stage. Significant improvements to public realm including a contribution towards highway improvements.

The impact on the local area, including residential properties, businesses, road and recreational areas, has been assessed and there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, wind, contamination or loss of daylight and sunlight. Where harm does arise, it can be mitigated, and would not amount to a reason to refuse the planning application.

The buildings and its facilities are fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on surrounding conservation areas and listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the substantial public benefits which would delivered as a

consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraph 202 of the NPPF).

**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 polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation** **Minded to Approve** subject to the signing of a section 106 agreement to secure 5% on site affordable, a late stage review of the viability 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, scale, design and appearance of the development along with other matters. Further discussion has taken place during the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

**Conditions of the approval**

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

- Enabling Phase: to include site set up (erection of hoardings, siting of cabins and securing of the site), vegetation clearance, above ground demolition ground remediation, gas main relocation and removal of the Network Rail Mound and erection of a retaining wall.

- Construction Phase: to include the building of plots NT02, NT03 and NT04 including associated hard and soft landscaping, public realm and highway improvement works or other associated works of the development.

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

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

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

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

Drawings

01110000, 01140000, RDB-HBA-2X-RF-DR-AR200133, RDB-HBA-2B-ZZ-DR-AR200310, RDB-HBA-2C-ZZ-DR-AR200311, RDB-HBA-2C-ZZ-DR-AR200312, RDB-HBA-2X-ZZ-DR-AR200313, RDB-HBA-2X-ZZ-DR-AR200314, 01310000, 01310001, 01310002, 01310010, 01310020, 01310060, 01310070, 01310090, 01310100, 01310110, 01310120, 01310190, 01310200, 01310220, 01310230, 01310240, 01310250, 01310270, 01310340, 01321001, 01321002, 01321003, 01321004, RDB-OPN-00-ZZ-DR-LA210000, RDB-OPN-00-00-DR-LA210001, RDB-OPN-00-00-DR-LA210002, RDB-OPN-00-00-DR-LA210100, RDB-OPN-2B-00-DR-LA310000, RDB-OPN-2B-00-DR-LA310001, RDB-OPN-2B-ZZ-DR-LA310002, RDB-OPN-2D-00-DR-LA310000, RDB-OPN-2D-00-DR-LA310001 and RDB-OPN-2D-ZZ-DR-LA310002 received by the City Council, as Local Planning Authority, on the 26 April 2023

RDB-OPN-2D-00-DRLA-310000_P02, RDB-OPN-2B-00-DRLA-310000_P02, RDB-OPN-00-ZZ-DRLA-210000_P02, RDB-OPN-00-ZZ-DRLA-210001_P02, RDB-OPN-00-ZZ-DRLA-210100_P02, RDB-HBA-2X-LG-DRAR-080098-P07, RDB-HBA-2X-IT-DRAR-080099-P06, RDB-HBA-2X-UG-DRAR-080100-P06, RDB-HBA-2X-01-DRAR-080101- P05, RDB-HBA-2X-02-DRAR-080102- P05, RDB-HBA-2X-03-DRAR-080103-P05, RDB-HBA-2X-04-DRAR-080104- P05, RDB-HBA-2X-05-DRAR-080105- P05, RDB-HBA-2X-07-DRAR-080107- P05, RDB-HBA-2X-08-DRAR-080108- P04, RDB-HBA-2X-19-DRAR-080119- P04, RDB-HBA-2X-28-DRAR-080128- P05, RDB-HBA-2X-30-DRAR-080130-P05 and RDB-HBA-2X-31-DRAR-080131-P05 received by the City Council, as Local Planning Authority, on the 13 July 2023

Supporting information

Design and Access Statement, including:Landscape section, Refuse Management Strategy and External Lighting Plan prepared by Hawkins Brown, Maccreanor Lavington, Schulze+Grassov, OP-EN, and WSP, Planning Statement prepared by Avison Young, Biodiversity Net Gain Assessment prepared by TEP, Broadband Connectivity Assessment prepared by G-Tech, Crime Impact Statement prepared by GMP, Environmental Standards Statement prepared by WSP, Financial Viability Assessment prepared by Savills, Fire Strategy Statements prepared by Hoare Lea, Local Labour Agreement prepared by Avison Young, Statement of Community Involvement prepared by Counter Context, Sustainability Strategy prepared by WSP, Tall Building Statement prepared by Avison Young, TV Reception Statement prepared by G-Tech and Utilities Statement prepared by WSP received by the City Council, as Local Planning Authority, on the 26 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 26 April 2023

Environmental Statement Volume 3: Appendices received by the City Council, as Local Planning Authority, on the 26 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

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.

4) Prior to the commencement of the Enabling Phase (save for the site set up vegetation clearance and above ground demolition), a detailed phasing plan for the Enabling Phases of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, in consultation with the Environment Agency. The Enabling phases of the development shall then be carried out in accordance with the Enabling Phasing Plan and timescales agreed.

Reason – The enabling works are to be carried out on a phased basis and details must therefore be agreed in this pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) No demolition works or vegetation clearance as part of the Enabling Phase shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition 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).

6) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the a ES Volume 3 Appendix 7.7 Arborcultural Impact Assessment (Application 5) prepared TEP received by the City Council, as Local Planning Authority, on the 26 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.

7) 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.

8) Prior to the commencement of an Enabling Phase of the development, an invasive non-native species protocol for that Enabling Phase shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of Giant Hogweed and Japanese Knotweed at the site within that Enabling Phase. The Enabling Phase 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).

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

The construction management plans shall include:

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

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 Enabling Phase shall be carried out in accordance with the approved construction management plans for the duration of that Enabling 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).

10) a) Prior to the commencement of an Enabling Phases, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of that Enabling 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 Enabling 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 the relevant Enabling Phase being completed, a detailed report for that Enabling 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).

11) Prior to any Enabling Phase of the development taking place, 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 with that Enabling Phase 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).

12) Prior to the commencement of the Construction Phase, a detailed phasing plan for the Construction Phases of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include indicative timescales for implementation. The Construction Phases of the development shall then be carried out in accordance with the building works phasing plan and timescales agreed.

Reason – The building works 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).

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

1. A phased programme and methodology of investigation and recording to include:

- archaeological evaluation trenching of Plots NT03 and NT04;
- pending the results of the above, targeted open-area excavation.

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

- production of a final report on the results of the investigations of NT03 and NT04 and their significance;

- analysis of the material excavated from NT02 in 2019 in accordance with the methodology set out in the post-excavation report prepared by Salford Archaeology (North View, Dantzic Street: Archaeological Post-excavation Assessment, dated January 2020).

3. Deposition of the final reports 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).

14) a) Prior to the commencement of a Construction Phase of the development, details of a Local Labour Proposal for that Construction Phase, 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).

15) 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:

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

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).

16) 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).

17) 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.

18) a) Notwithstanding the

- Environmental Statement, Chapter 9 - Ground Conditions, Red Bank outline application and NT02-04 New Town Full Planning application, Avison Young, April 2023.

- Ground conditions desk study, Dantzic Street - Phase 2, Manchester, Hydrock, Reference: R/151819/G001, Dated: December 2015

- Ground Investigation Interpretative Report, Victoria North Infrastructure Works, Arup, Reference: NVIF-ARP-ZZ-YYY-RP-CG-0009(P03), Dated: 23 February 2023.

Addendum Note, Preliminary Ground Investigation Technical Note, Plots NT02, NT03, NT04 Dantzic Street, RoC, 4328-ROC-ZZ-XX-TN-ES-P2TN, Dated: 27 September 2022

- Phase 2 Site Investigation, Plots NT02, NT03 and NT04 Dantzic Street, RoC, 4328-ROC-ZZ-XX-RP-ES-P2-101, Dated: 21 October 2022.

-Phase 1 Desktop Study, Plots NT02, NT03 and NT04 Dantzic Street, RoC, Reference: 4328-ROC-ZZ-XX-RP-ES-PH1DTS, Dated: 12 January 2023.

- Preliminary Risk Assessment, Application 5: Plots NT02-04 (Full Application), WSP, Reference: 70079268-12082, Dated: April 2023.

A Enaling Phase shall not commence until the following information 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 the Enabling Phase.

- There is an abstraction borehole 533m to the west of the site for Joseph Holts brewery which is currently being used (all the desk studies have had uncertainty over its status so this needs updating.

- Further SI needed in NT03 including gas monitoring.

- An area of filling was noted on Plot NT04 at TP214 and may be considered to comprise an unrecorded landfill site. The site soils in this area might therefore be considered to be a waste material, further investigation and discussion with MCC and the EA will be required.

- Further SI within plot NT02 due to the presence of chlorinated solvent, TPH and benzene

- Provision of calibration certificates for the gas monitoring undertaken by RoC

- Submission of an updated Risk Assessment on completion of the additional Site Investigation.

- Submission of a Remediation Strategy

b) When a Construction Phase commences, the development in that Phase shall be carried out in accordance with the previously agreed Remediation Strategy for that Phase.

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.

19) 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 18 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.

20) 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 Building Woks 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).

21) An Enabling Phase or a Construction Phase of development hereby approved shall not commence until details of the method for piling, or any other foundation design using penetrative methods for that 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 Enabling Phase or Construction Phase of the development.

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, pilling can affect the adjacent railway network which also requires

consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

22) An Enabling Phase of development hereby approved shall not commence until details for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes within that Enabling Phase 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 Enabling 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).

23) The Construction Phase of the development hereby approved shall be carried out in accordance with the submitted ES Volume 4 Appendix V 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).

24) Notwithstanding the flood mitigation measure outlined in the ES Volume 4 Appendix V 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 for a Construction Phase shall be submitted for approval prior to the commencement of a Construction Phase. The approved measure shall be implemented as part of each Construction 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).

25) Prior to the first occupation of a building within a Construction Phase, a flood evacuation plan 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 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).

26) Notwithstanding the details submitted on the ES Volume 4 Appendix V Flood Risk Assessment and Drainage Strategy prepared by WSP received by the City Council, as Local Planning Authority, on the 13 July 2023, (a) a Construction Phase of the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

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

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

- 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 with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;

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

- Breakdown of discharge rate per plot

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

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change;

- Assessment of overland flow routes for extreme events. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site

and adjacent properties off site.

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

- 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.

- 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.

- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

- For sites where proposed development would cause pollution risk to surface water, 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.

A Construction Phase shall be carried out in accordance with the agree drainage strategy which shall be implemented prior to the first occupation of the residential element of a 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).

27) Prior to the commencement of an Enabling (save for the site set up, vegetation clearance and above ground demolition) and Construction Phase of the development, details of the means of ensuring the wastewater infrastructure within the site boundary is protected from damage shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The details shall include a survey of the exact location of the sewer/s and outline the potential impacts on these assets from construction activities. The details must include measures to protect and prevent any detrimental impact to the wastewater infrastructure and its operation both during construction and post completion of the development to prevent exposing the sewer to undue loading, vibration or risk. This must include a pre and post CCTV survey of the sewer.

Any mitigation measures shall be implemented in full prior to the commencement of an Enabling (save for the site set up, vegetation clearance and above ground demolition) and Construction Phase development in accordance with the approved details and retained thereafter for the lifetime of the development.

In the event that a diversion/diversions of the infrastructure or a build over agreement is required, the developer shall submit evidence to the Local Planning Authority that a diversion or build over has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to the commencement of

development or, in the event of a build over, that agreement has been reached with the relevant statutory undertaker prior to commencement of development.

Reason: In the interest of public health and to ensure protection of the public sewer system pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

28) (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 a 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.

29) (a) Prior to any above ground works associated within a Construction Phase, full and final details of the Launch Pads (Commercial, Recreational and Ecological) 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.
(ix) Management strategy for the future use of the spaces including removal of moveable future outside of the opening hours of commercial uses, no use of amplified sound or music and details of grills and other outside cooking equipment.

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

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.

30) 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. 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

31) 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 within that Construction Phase 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 for that Construction Phase shall then be implemented in accordance with the details and thereafter managed 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).

32) Each Construction phase of the development shall be carried out in accordance with the Environmental Standards Statement and Energy Strategy prepared by Environmental Standards Statement received by the City Council, as Local Planning Authority, on the 26 April 2023

A post construction review certificate/statement for a building within a 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.

33) (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).

34) (a) Prior to the first use Class E, F, Sui Generis and Clubhouse (and any relevant use) within a Construction Phase, uses, a scheme of acoustic insulation for those spaces within that 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, 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).

35) (a) Prior to the first occupation of a residential building, 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 $L_{Aeq}$ (individual noise events shall not exceed 45 dB $L_{Amax,F}$ by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB $L_{Aeq}$

Gardens and terraces (daytime) 55 dB $L_{Aeq}$

The scheme shall reflect that 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 that building.

(b)Prior to the first occupation of the residential building, 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).

36) Prior to the occupation 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.

37) Prior to the occupation of development of a Construction Phase, details of a waste management strategy for the storage and disposal of refuse for that 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.

38) Prior to the commencement of development of the clubhouse within a Construction Phase, details of a waste management strategy for the storage and disposal of refuse for that Clubhouse 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 Clubhouse 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.

39) Prior to the occupation of development of a building within a Construction Phase, details of a scheme to extract fumes, vapours and odours from that Class E, F, Sui Generis and Clubhouse 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).

40) Prior to the occupation 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.

41) 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.

42) 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).

43) Prior to the first use of any commercial units and clubhouse within a Construction Phase, a schedule of opening hours for that commercial unts and clubhouse 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.

44) 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.

45) 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.

46) 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 (excluding takeaways) 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).

47) 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.

48) 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.

49) 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.

50) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on the 26 April 2023. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of a building in a Construction Phase of the development the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

51) Prior to the first occupation 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).

52) 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).

53) 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 non 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).

54) Prior to the commencement of a Construction Phase, details of the car parking layout (including 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 made available upon first occupation of that building and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient car parking for that phase 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, 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).

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

This shall include the following:

- Amendments to Dantzic Street including:

    - Alterations to carriageway along Dantzic Street to widen to 6.5 metres,
    - widening of footways (including Plan showing the deed of dedication)
    - Installation of street trees,
    - Installation of natural paving,
    - Installation of rain gardens;
    - Installation of a segregated westbound cycleway;
    - Traffic calming measures together with a 20 mph Traffic Regulation Order (TRO);
    - Installation of an uncontrolled pedestrian crossing across Dantzic Street in the vicinity of the footbridge opposite Dalton Street;
    - Creation of on street car parking and laybys; and
    - Provision and amendment to Traffic Regulation Orders (TRO) to manage on street car parking and time limited restrictions to manage servicing.

- Amendments to Dalton Street including:

    - Alterations to carriageway including widening of footways (including Plan showing the deed of dedication)
    - Installation of street trees,
    - Installation of natural paving,
    - Installation of rain gardens;
    - Creation of on street car parking and laybys;
    - Provision and amendment to Traffic Regulation Orders (TRO) to manage on street car parking and time limited restrictions to manage servicing;
    - 20 mph Traffic Regulation Order (TRO) and double tell waiting restrictions to protect the visibility splays to Dantzic Street and Dalton Street.

- Stopping Up of Dulwich Street including appropriate visibility splays;

- Temporary footway re-surfacing to the northern side of Dantzic Street; and

- Bus stop locations, car club locations and cycle hire provision with the adopted highways

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).

57) In the event redevelopment does not occur to the plots adjacent to the northern side of Dantzic Street (RB16/RB17) (within a timescale to be agreed in writing by the City Council, as Local Planning Authority, prior to the first occupation of a Construction Phase which involves works to the southern side of Dantzic Street), a

full scheme of highways improvement works (provision of street trees, carriageway and footway improvements, cycle lane and natural paving) to the northern side of Dantzic Street shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall be implemented within a time scale to be agreed in writing as part of the approval of the works. The works shall be implemented in accordance with that timescale and thereafter retained and maintained.

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 involving works to Dalton Street, full and final details for the layout and design for the car park/Dalton Street visibility splay shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the relevant Construction Phase and thereafter retained and maintained in situ.
Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

59) Prior to the commencement of a Construction Phase which includes the highway works along Dantzic Street and Dalton Street, a Road Safety Audit (RSA) 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 that relevant Construction Phase.

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

60) Prior to the commencement of a Construction Phase involving works to Dulwich Street, a servicing management plan for Dulwich Street including tracking of 11.5 metre refuse vehicle shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the relevant Construction Phase and thereafter retained and maintained in situ.

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

61) 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.

62) 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).

63) 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 in located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

64) 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. In accordance with the principles outlined in the Design and Access Statement received by the City Council, as Local Planning Authority, on the 26 April 2023, 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 as part of each Building phase of development. 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).

65) 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.

66) 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.

67) 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 and appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

68) 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).

69) 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.

70) 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).

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 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 polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

72) 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 that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The air source heat pumps must also comply with the noise criteria as specified in condition 33. The approved details shall then be implemented prior to the first occupation of 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 polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

73) 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.

74) 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).

75) 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).

76) 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 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.

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).

77) Notwithstanding the ES Volume 3 wind microclimate study (Appendix 15.2) received by the City Council, as Local Planning Authority, on the 26 April 2023, prior to any above ground works of a Construction Phase, full and final details of the wind mitigation measures shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include siting, scale and appearance of any screens, siting, scale and species of any trees, hedges and planting.

The approved details shall be implemented and be in place prior to the first occupation of a Construction Phase and thereafter retained and maintained in situ for as long as the development remains in use.

Reason – In order to ensure appropriate win mitigation is put in place pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

78) Prior to the commencement of a the relevant Construction Phase, a detailed temporary off site car parking strategy including location, design, specification, duration and management of the off site car parking for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved off site car parking strategy shall be implemented as part of the relevant Construction Phase and thereafter retained for the duration of the temporary period.

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

79) Prior to the commencement of a Construction Phase, a parking management plan (PMP) to manage on site car parking for that Construction 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).

80) Prior to the first occupation of the relevant Construction Phase of the development within which Dulwich Street is delivered, a detailed parking and management plan/operation management plan for Dulwich Street 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 Street. The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the relevant Construction Phase within which Dulwich Street is delivered 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).

81) (a) The development 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 26 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 site.

(c) Prior to the first use of each Construction Phase of development agreed within part (a) of this condition, a verification report for that Construction Phase will be required 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.

(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 Construction 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).

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).

**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: 136814/FO/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.

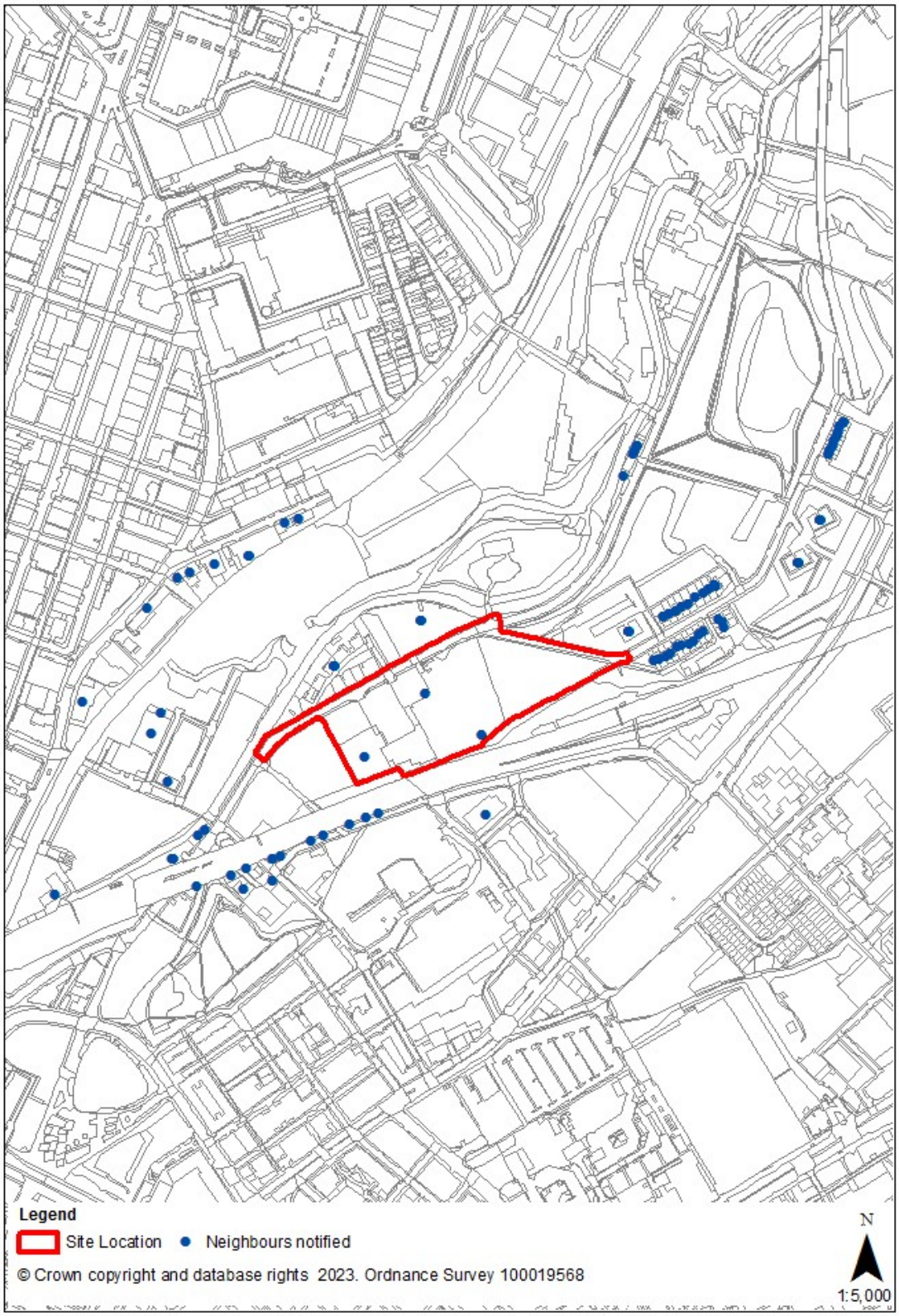
**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Highway Services**
**Environmental Health**
**Neighbourhood Team Leader (Arboriculture)**
**MCC Flood Risk Management**
**Work & Skills Team**
**Greater Manchester Police**
**Historic England (North West)**
**Environment Agency**
**Transport For Greater Manchester**
**Greater Manchester Archaeological Advisory Service**
**United Utilities Water PLC**
**Health & Safety Executive (Fire Safety)**
**Manchester Airport Safeguarding Officer**
**National Amenity Societies**
**Greater Manchester Ecology Unit**
**Greater Manchester Pedestrians Society**
**Network Rail**
**Metrolink**
**The Coal Authority**
**Natural England**
**Planning Casework Unit**
**Sport England**
**Environmental Health**
**Planning Casework Unit**
**Network Rail**
**Sport England**
**MCC Flood Risk Management**

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

**Representations were received from the following third parties:**

**Relevant Contact Officer** : Jennifer Atkinson
**Telephone number** : 0161 234 4517
**Email** : jennifer.atkinson@manchester.gov.uk


Legend
Site Location
Neighbours notified
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