

Application Number	Date of Appln	Committee Date	Ward
138302/FO/2023	11 Oct 2023	18 Jan 2024	Cheetham Ward

Proposal Erection of a part 25 and part 15 storey residential building comprising 154 apartments (Use Class C3a) with ground floor commercial uses (Use Class E), together with associated residents amenity space, cycle parking, substation, servicing, and associated landscaping works following demolition of existing buildings

Location 1 Park Place, Manchester, M4 4EZ

Applicant Benjamin Property Group Limited

Agent Nikki Sills, Zerum

EXECUTIVE SUMMARY

The proposal would create 154 homes, of which up to 20% would be affordable (shared ownership), with commercial space in a part 15, part 25 storey building. There would be public realm, parking for disabled residents and a loading bay.

Six objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. This is a previously developed site, in a highly sustainable location close to public transport and walking and cycling routes. It accords with the Great Ducie Street SRF. 20% of the homes would be available for shared ownership with the rest market sale. The carbon impact would be minimised and surface water drainage and biodiversity improved.

Economic The proposal would deliver 154 homes. New homes to meet the growing population is a key economic driver and is vital to a successful and thriving economy. 90 construction jobs would be created. This would create £5.6 million in GVA in the Great Manchester economy. Jobs would be created in the commercial space and management of the development once complete.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Public realm with linkages would benefit residents and visitors. 20% on site affordable housing would be achieved on site on a shared ownership basis in line with Council policy and the SRF.

Environmental This would be a low carbon development in a highly sustainable location. The development would be car free with the exception of an accessible bay/car club bay and loading bay. The travel plan would encourage residents to walk, cycle and use public transport. The public realm would provide linkages and create an attractive place. The planting would improve biodiversity and create

wildlife habitats. Surface water risks would be managed through appropriate infrastructure. The site is contaminated but the conditions are not unusual and do not present a risk to human health or the environment on the basis of an appropriate remediation strategy.

The height, scale and appearance would contribute positively to the area and the development would be safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

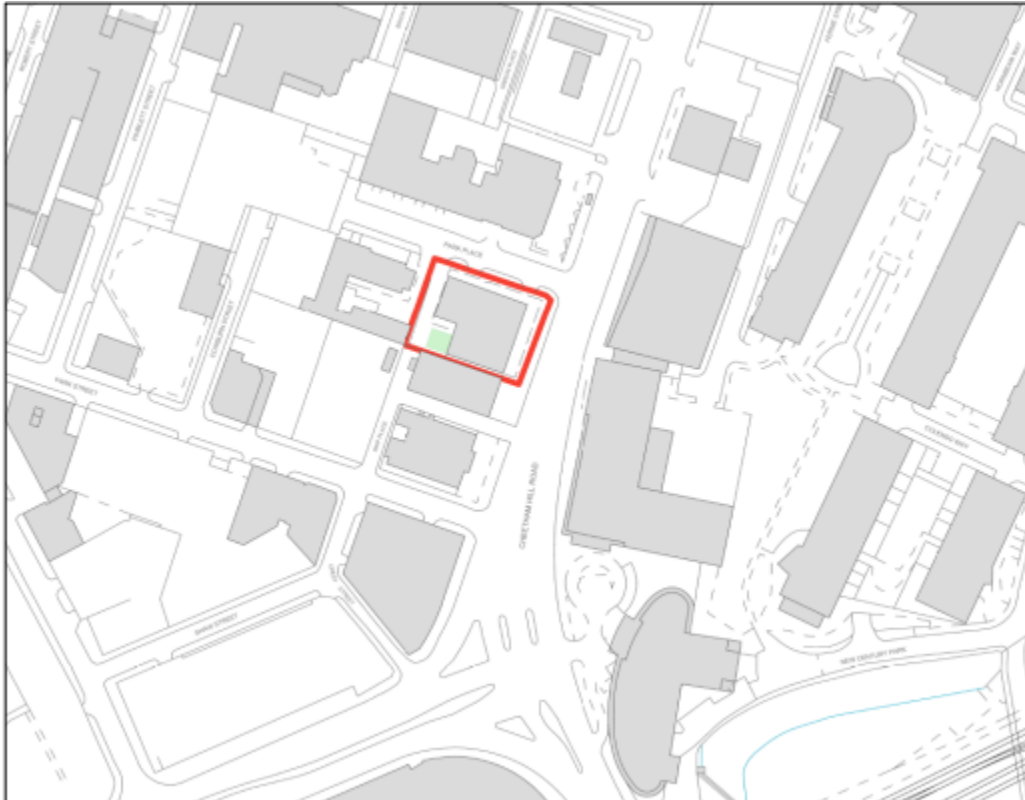
Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and sections 66 and 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking, air quality, tv reception, noise and disturbance and wind conditions would 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 0.1 hectare site is bounded by Park Place, Cheetham Hill Road, Number 21 Cheetham Hill Road and Number 3 Park Place. It is in the Great Ducie Street Strategic Regeneration Framework area which support high density development as the city centre expands.



Location Plan

The site contains a vacant single storey light industrial unit with a pitched roof and flat roofed single storey extension with car parking.



Image of the site

The area is generally characterised by employment and warehouse buildings and HMP Manchester is to the north on Southhall Street. The commercial core of the city centre and Manchester Victoria Train Station are nearby.

To the north is Park Place, and 25-31 Cheetham Hill Road is a bank. A recently completed residential building on the opposite side of Cheetham Hill Road, is 10 to 15 storeys high. To the south-east is the Park Inn hotel. To the south, the former women's and children's hospital is in retail use and a law chamber occupies the Grade II Listed former Synagogue at 19 Cheetham Hill Road. To the south-west is a large surface car park accessed from Skip Place and to the west, is a three-storey brick office building. The Green Quarter is on the opposite side of Cheetham Hill Road where residential buildings range between 8-16 storeys.

The area is highly sustainable. Victoria Train and Tram station is nearby with bus services and cycle routes on Great Ducie Street.

The site is in the Air Quality Management Area (AQMA) and is located in flood zone 1. The site is in a critical drainage area.

The site is not in a Conservation Area and there are no listed buildings at the site. The Cathedral conservation area is to the south. There are listed buildings nearby including: Former Synagogue (Grade II), Gatehouse of HMP Manchester (Grade II), main prison block of HMP Manchester (Grade II), Manchester parcel post office (Grade II), North Bridge (Grade II), Middle Bridge (Grade II), Victoria Station including concourse to rear with restaurant and booking hall (Grade II) and Stephenson Bridge (Grade II).

The Proposal

The proposal is for 154 homes with 46 one bed (30%), 2 person, 95 two bed (62%), 3 persons and 13 two bed, 4 person (8%). The ground floor contains a commercial unit, amenity areas and ancillary spaces such as cycle and bin storage with a residents roof garden at the 15th floor.

20% of the new homes would be affordable and available on a shared ownership basis. This is considered in further detail within the report.

The building would be part 15, part 25 storeys and would re-define the street edge along Cheetham Hill Road. There would be step to the building height with the tallest element located towards Cheetham Hill Road and tall buildings at the Green Quarter.

The façade would be a pre-cast concrete grid. Angular panels and deep window reveals would create interest. The bronze window frames would be slim profile. The angular panels would create a distinctive 'crown'.

This would be a car free development with the exception of accessible parking/car club parking provided on street. There would be 154 cycle spaces plus 2 stands adjacent to the building entrance.

A loading bay and residents drop off area for deliveries would be provided on Park Place. A dedicated waste store would be provided on the ground floor and waste would be moved to the loading bay on collection day. The commercial use would store waste internally and use the loading bay for collections.

The planning submission

This application is supported by the following information:

- Design and Access Statement
- Affordable Housing
- Air Quality Assessment
- Archaeological Desk Based Assessment
- Blue and Green Infrastructure Statement
- Circular Economy Assessment
- Crime Impact Statement
- Draft Construction Phase Safety, Health, Environment & Quality Plan
- Draft Construction Programme
- Energy Statement
- Environmental Standards Statement
- Fire Statement
- Flood Risk Assessment
- Heritage Statement
- Local Labour Agreement
- Noise Assessment
- Phase 1 Ecology Assessment
- Preliminary Geoenvironmental Appraisal and Preliminary Mining Risk Assessment
- Statement of Consultation
- Tall Building Statement
- Summertime Overheating & Ventilation Statement
- Transport Assessment
- Travel Plan
- Television and Radio Reception Survey
- Utilities Statement (including Broadband Connectivity Assessment).

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

- Built Heritage;
- Daylight and Sunlight Assessment;
- Greenhouse Gas Emissions;
- Socio-economics;
- Townscape and Visual Impacts Assessment;
- Wind Microclimate.

Consultations

The proposal has been advertised as a major development, as being of public interest and as affecting the setting of Listed Buildings together with being an EIA development. Site notices were displayed. Notification letters have been sent to an extensive area, local residents and businesses. The comments received can be summarised below.

Local residents/public opinion/local businesses

6 objections have been received. The comments can be summarised as follows:

- The design is objectively hideous. The design and access statement makes reference to poor surrounding buildings but it is flanked on all sides by listed buildings of an attractive, human scale form. This hideous tombstone would prejudice against the successful development of Strangeways;
- The development does not have any balconies creating a bleak, featureless façade;
- This development is similar to a development on Cambridge Street by the same architect. This is less than 10 years old and is already looking stale and worn out;
- Strangeways should evolve onto a medium/high density, quality mixed use neighbourhood – buildings such as this would only hinder this;
- The design and colour palette is poor and does very little to reference the heritage buildings in the area or the former industrial nature of the area.
- The proposed design also doesn't align with the existing building line which creates an overbearing presence on this part of the road.
- There doesn't seem to be any measures in place to avoid residents or delivery drivers parking on nearby streets or in front of the building, an issue that is prevalent in the area and will impact cyclists travelling up a fast and busy road as they have to pull out;
- This development makes no attempt to synthesise with what's around it and looks like a generic development that has been plonked insensitively. Why is it white, when all other buildings are red brick or sandstone? There is no attempt to take influence from its surroundings and thus looks out of place. It also looks, due to its clumsy shape, way too tall for the area. The windows should take cue of Manchester's historical warehouses, and the building should have ornamentation akin to its neighbours;
- The size, appearance, layout and density would adversely affect and dwarf the adjacent property at 21 Cheetham Hill Road and affects its structural integrity and amount of daylight and sunlight and would cause overshadowing. There would also be impacts on the business in this building and affect how this site is developed in the future
- The base could make reference to the hall further down and add arched windows/portico. The tower itself could do with having more windows anyway, maybe use a dark red brick or red coloured pre-cast concrete for variation;
- The proposal would result in a significant loss of privacy to occupants of the Hallmark development opposite and result in a loss of light;
- There would be noise and disturbance from the construction phase.

Highway Services the highway network could accommodate the low level of trip generation from the site. Redundant access points should be reinstated, and tactile paving introduced. Traffic Regulation Orders (TROs) should be reviewed and refreshed to facilitate the creation of the disabled bay/car club bay and loading and reconsider the single yellow line. The cycle spaces proposed is acceptable. A travel plan and constriction management plan should be prepared and agreed.

Environmental Health the final details of the acoustic attenuation of the internal accommodation (residential and commercial), a construction management plan, waste and the plant should be agreed. A lighting scheme should be agreed along with hours of operation and fume extraction details for the commercial elements.

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

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with management regime and verification report. Evidence of on site investigations are required to demonstrate whether a suspected culvert has been found.

Environment Agency (EA) advise that the previous use as a synagogue and clothing factory as well as made ground poses a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are sensitive in this location because the site is located on a Secondary undifferentiated aquifer and Principal Aquifer – Chester Formation. Planning conditions would ensure that ground conditions are remediated along with agreeing piling methods.

Greater Manchester Ecology Unit (GMEU) no objections on ecology grounds.

Greater Manchester Archaeology Advisory Service (GMAS) no requirement to impose any archaeological requirements.

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

Health and Safety Executive (Planning Gateway One) no objections.

Aerodrome Safeguarding no objections subject to an informative about crane erection.

Sport England object as it will generate demand for sporting provision, and this is not adequately addressed in the submission.

Policy

The Development Plan

The Development Plan consists of: The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester 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.

The relevant policies within the Core Strategy are as follows: Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a strategic site in a regeneration area. The proposal would deliver homes and public realm in a highly sustainable location.

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

SO6. Environment – The proposal includes up to date energy efficiency measures in the fabric and construction and would be low carbon and highly sustainable. A travel plan is provided with 154 cycle spaces for residents and 2 in the public realm.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of a strategic regeneration area. It would be high quality and complement existing and recent developments.

Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal - The proposal would provide homes close to all forms of sustainable transport and a commercial use would complement and enhance the area and bring activity to the street scene.

Policy CC9 Design and Heritage – This would be a high quality development.

Policy CC10 A Place for Everyone – The proposal would complement the regeneration of the Great Ducie Street regeneration area and introduce homes. It would be fully accessible with accessible car parking.

Policy T1 ‘Sustainable Transport’ – A range of public transport modes are nearby, including Victoria rail and tram station.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage use of sustainable transport.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The accommodation includes 1, 2 and 3 bed homes which would be particularly attractive to families. Residents amenity spaces would be provided plus public realm including links to Brewery Gardens. The waste management arrangements include on site recycling.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in the Great Ducie Street SRF. It would provide good quality homes in a highly sustainable area. The fabric would be efficient with sustainable features and sustainable drainage.

Policy H3 'North Manchester' – The proposal proposes high density housing in the Regional Centre. The 1, 2 and 3 bedroom homes would be attractive to families and meet demand for larger homes in North Manchester.

Policy H8 'Affordable Housing' – 20% of the homes would be affordable on a shared ownership basis. Further details are provided in this report.

Policy EN1 'Design principles and strategic character areas' - This proposal would enhance the regeneration of the area.

Policy EN2 Tall Buildings The proposal would have a positive impact on views into the City and the regeneration of the area. The impact on listed buildings has been considered in detail.

Policy EN3 'Heritage' - The harm caused to the historic environment would be outweighed by the public benefits as set out in the report.

EN4 'Reducing CO₂ emissions by enabling low and zero carbon development' – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed. The proposal includes renewable technology.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 'Target framework for CO₂ reductions from low or zero carbon energy supplies' – The use would reduce energy demands. The building fabric would be high quality and energy costs should remain low. On site renewable energy would be provided.

Policy EN9 'Green Infrastructure' – The site has low ecological and biodiversity value. The landscaping would improve biodiversity.

Policy EN14 'Flood Risk'- The site is in flood zone 1. A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the trees and planting represent a significant biodiversity enhancement. No clearance of the limited vegetation should take place during bird nesting season unless birds are shown to be absent.

Policy EN16 'Air Quality' Construction activities would be controlled to minimise the impact on air quality. The proposal would remove hardstanding which could be used for car parking. Other measures to minimise the impact of the operations of the proposal include a travel plan and 154 cycle spaces.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The historic use of the site means there is evidence of below ground

contamination which could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, 'Contaminated Land' – Remediation is required before the site can be developed but ground conditions are not complex. Conditions can be used to protect ground water and ensure the site is remediated.

EN19 'Waste' – The waste management strategy includes recycling within homes.

Policy DM1 'Development Management' - 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 and impact on wind conditions and solar glare.

DM2 'Aerodrome safeguarding' there are no impacts on aerodrome safeguarding as a consequence of this development. An informative shall be erected in respect of crane assembly.

PA1 'Developer Contributions' states that where needs arise the Council will seek to secure planning obligations. Affordable housing would be secured on site. 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 for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

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

Saved policy DC18 'Conservation Areas' The proposal would have minimal impact on the setting of the nearby conservation area. This is considered in detail in report.

Saved policy DC19 'Listed Buildings' - The proposal would have minimal impact on the setting of nearby listed buildings. This is considered in detail in report.

Saved policy DC20 Archaeology states the Council will give particular careful consideration to development proposals which affect 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 along Cheetham Hill Road and would enhance the appearance of this important radial route.

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

Other material policy considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 263 student bedrooms. Providing student accommodation in a sustainable location is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development on a strategic road removing a vacant and poor quality site from the area creating a high quality development with public realm and connectivity.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance to Oxford Road station with access to the local bus corridor on Upper Brook Street. The site would be improved and support and enhance pedestrian and cycle movements.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes measures to improve biodiversity.

Objective 8: Improve the quality of our natural environment and access to green spaces – biodiversity would be improved and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth. The 263 student bedrooms would support the student accommodation pipeline, employment and economic growth. It would create job during construction and when in operation.

Policy JP-Strat2: City Centre- This would be a high density scheme in a highly sustainable location. The public realm and biodiversity would be improved

Policy JP-S2: Carbon and Energy – The proposal would include renewable sources and would exceed the requirements under Part L 2022.

Policy JP-S5: Flood Risk and the Water Environment – The development would have an integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – Accessible parking spaces would be provided on site. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include studios in a variety of sizes together with student amenities, management suite and commercial/community space.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be planting and bird and bat boxes which would increase biodiversity.

Policy JP-P1 Sustainable Places – The proposal would develop a vacant site. External amenity space and community space would support the community. The development would promote recycling and improve the public realm improvements.

Policy JP-P2: Heritage – The architecture and materiality would be high quality and minimise and impacts to nearby historic buildings.

Policy JP-P3: Cultural Facilities – The proposal would provide community space and new commercial opportunities which would support the Brunswick Neighbourhood.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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 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"*.

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.

Great Ducie Street Strategic Regeneration Framework (SRF) (2018)

The Great Ducie Street SRF wraps around the former Boddingtons Brewery SRF. The focus of this SRF is on the surrounding area but underpins the same principles regarding the regeneration of the area into a new, missed use neighbourhood. The SRF advocates the opportunity to facilitate greater synergies between existing businesses in the framework area and emerging development. The vision is to develop a strong sense of place and community, which reflects the principles of the Boddingtons SRF, to deliver residential accommodation balanced by non-residential uses. The vision also sets out that development should significantly increase the density within this area to something that is commensurate to the scale of development within the city centre.

Given the opportunity to significantly increase land value, over and above existing low quality industrial use through higher density development and residential uses, it will be expected that new developments deliver through planning gain the environmental and infrastructure requirements and affordable housing.

It should therefore be emphasised that the Local Planning Authority will expect all development to contribute 20% affordable housing in line with Core Strategy Policy H8, as well as other environmental and infrastructure requirements deemed to be necessary in planning terms on a site by site basis.

The proposal would provide 20% on site affordable housing on a shared ownership basis. This is in line with the SRF and policy H8 of the Core Strategy.

The site is identified in the SRF for a 20 to 29 storey building for residential purposes. The proposal is in line with this and would deliver a high quality residential led development within a part 15, part 25 storey building.

National Planning Policy Framework (2023)

The revised NPPF was re-issued in December 2023. 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. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community'* (paragraph 60).

Paragraph 66 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 154 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. The development would provide 20% affordable housing on a shared ownership basis.

Section 6 '*Building a Strong, Competitive Economy*' 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 (paragraph 85).

The proposal would create jobs during construction and when the development becomes operational.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 96).

The proposal would be safe and secure. Cycle parking is provided. Residents with accessibility needs would have access to parking. Private amenity space and new public realm would be created for the occupants of the development.

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*' (paragraph 109).

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 114).

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 115).

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 116)

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 117).

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 123).

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 124)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 127)

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 128).

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 129 (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 scale and density of the proposal is considered to be acceptable and represents and efficient use of land. This residential led development would be in accordance with the SRF and would provide affordable housing. The site is close to sustainable transport infrastructure and the Universities campuses. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 131).

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 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

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

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 (paragraph 157).

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 158).

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 162).

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. solar panels would be included together with air source heat pumps.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to

unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 189 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 the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriately remediated.

Paragraph 191 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 192 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

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 (paragraph 200).

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 203)

In considering the impacts of proposals, paragraph 205 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 206 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 208 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 209).

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 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.

Section 72(1) of the Act requires that “special attention shall be paid to the desirability of preserving or enhancing the character or appearance” of Conservation Areas.

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:

- Built Heritage;
- Daylight and Sunlight Assessment;
- Greenhouse Gas Emissions;
- Socio-economics;
- Townscape and Visual Impacts Assessment;
- Wind Microclimate.

The Proposed Development 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.

Conservation Area Declaration – Cathedral Conservation Area

The Cathedral area has been the ecclesiastical and scholastic centre of Manchester since the earliest times. Today, the Cathedral and Chetham's Hospital school form the focal point of a wider area notable for the diversity of activities carried on within it.

To the south and east the two buildings, and the confined solemnity of the Cathedral Yard, are effectively separated from the rest of the city centre by Victorian Commercial buildings, including the Corn and Produce Exchange. These cluster around the medieval street pattern and bounded by the curving line of the Cateaton Street, Hanging Ditch, Todd Street, Victoria Station and Hunts Bank approach. To the north and west the Cathedral overlooks the River Irwell and beyond, into Salford.

The area was designated as a Conservation Area in April 1972 in order to preserve and enhance the quality of the setting of the Cathedral and Chetham's Hospital School.

Issues

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 new homes and, as the City's economy continues to grow, more homes are required to fuel and complement it.

Manchester is the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Providing the right quality and diversity of housing for the increasing population is critical to maintaining growth.

Development would be brought forward at the site in line with the objectives of the Great Ducie Street SRF. The proposal would provide homes in a highly sustainable well-connected location and would bring new footfall into the area.

The 154 homes would be in a part 15 and 25 storey building. The one, two and three bedroom apartments would be space standard compliant and suitable for and attractive to families. 20% of the homes (31 apartments) would be affordable on a shared ownership basis.

The ground floor commercial space would be suitable for retail and food and drink. Active frontages to Cheetham Hill Road would bring footfall and improve natural surveillance.

The development would deliver significant economic and social benefits. The design would be high quality and would be energy efficient and low carbon scheme.

The development would create 90 full time equivalent jobs over the construction period. These jobs have a GVA worth £5.6 million. A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal.

The development would be consistent with the regeneration frameworks for the area including the City Centre Strategic Plan and would complement and build upon the

City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H1, 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 establishes that development should contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new 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.

The proposal would provide 20% on site affordable housing (31 apartments) which would be available on a shared ownership basis. The applicant would work with a Registered Provider (RP) to provide the new homes at the site.

The proposal is compliant with policy H8 of the Core Strategy and the Great Ducie Street SRF, both of which require a minimum of 20% affordable housing to be provided. The affordable housing should be secured by a legal agreement.

Climate change, sustainability and energy efficiency

The would be a low carbon scheme in a highly sustainable location. The construction process incorporates sustainability principles to minimise and recycle waste, ensure efficiency in vehicle movements and source and use of materials.

The development would be car free with the exception of a disabled/car club space and loading bay to Park Place. 154 cycle spaces would be provided with visitor spaces in the public realm. A travel plan would encourage residents to use public transport and minimise vehicle trips.

The building fabric would be highly efficient. An all-electric approach would be adopted using individual heat pump cylinders within each apartment and solar panels to the roof.

The development would achieve a carbon reduction of 40% under Part L 2021. This would exceed the requirements of policy EN6 of the Core Strategy. A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

Green infrastructure includes planting, bird and bat boxes improve biodiversity. This would contribute to mitigating air quality conditions and there would be measures to manage surface water run off rates.

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 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 in the assessment as very large, large, moderate, slight or neutral.

17 key viewpoints, including cumulative impacts shown in wire lines, were assessed as follows and the impacts have been grouped:

- Views from Deansgate looking North Towards the Site
- Views from the corner of Victoria Street & Cathedral Approach
- View from Cathedral Gardens
- Views from the River Irwell Footpath
- Views along Cheetham Hill Road looking South
- View from the south of the site
- Views from Amenity Space adjacent to Dantzic Street
- Views from Areas Surrounding Great Ancoats Street looking North-West.

Views from Deansgate looking North Towards the Site

Views 1, 2 and 3 are along Deansgate towards the Cathedral and the application site beyond. Deansgate dominates with a wide variety of buildings, heights and styles along it. As view 3 demonstrates, the view open up at the north end and the Cathedral becomes the dominate feature.



View 1 (existing left; proposed/cumulative right)



View 2 (existing left; proposed/cumulative right)



View 3 (existing left; proposed/cumulative right)

The proposal would form a cluster of tall buildings at the northern end of the view. It would form a new feature adjacent to the listed Cathedral which would encroach into the space around the Cathedral. The listed building would, however, remain legible and understood.

Views from the corner of Victoria Street & Cathedral Approach

The view is from the recently pedestrianised Victoria Street in front of the Cathedral. The AO arena dominates the view alongside the Embankment building. This is a highly sensitive view of the Cathedral, its tower and architectural detailing.



View 4a (existing left; proposed/cumulative right)



View 4b (existing left; proposed/cumulative right)

The proposal would be a tall addition to each view and would be seen above the roof line of the arena altering the skyline. When viewed cumulatively alongside the proposals at 1 Lord Street and Old Brewery Gardens, they would form a cluster of tall buildings on the city's skyline.

View from Cathedral Gardens

The view is dominated by Cathedral Gardens which are a significant feature in the view. The area is pedestrianised and links Exchange Square and Victoria Square. The contemporary National Football Museum is visible. The recently completed residential development at New Victoria rises above the listed Victoria Station. The Garde I Chetham's library is in the view but is screened by vegetation.



View 17(existing left; proposed/cumulative right)

The proposal would be evident above the tree line. It would be lower than New Victoria and would cumulatively form part of a cluster with the proposal at 1 Lord Street. The proposal would not materially alter the view and the way it is appreciated in the conservation area or how the listed buildings are understood.

Views from the River Irwell Footpath

The views are funnelled along the River Irwell and provides a visual break between newer developments to the south and the city centre and the low rise industrial buildings in Cheetham Hill/Strangeways.



View 5 (existing left; proposed/cumulative right)



View 6 (existing left; proposed/cumulative right)

The proposal would be a new vertical feature. When viewed cumulatively, it would largely be screened by the proposal at Old Brewery Gardens which would be the dominant feature in this view (yellow building).

Views along Cheetham Hill Road looking South

The view is dominated by Cheetham Hill Road travelling south towards the city centre. The view is fairly typical of a city fringe environment with low rise buildings of varying quality, scale and style including many historical buildings associated with the warehouse district. Tall buildings associated with the Great Jackson Street Development Framework are in the distance.



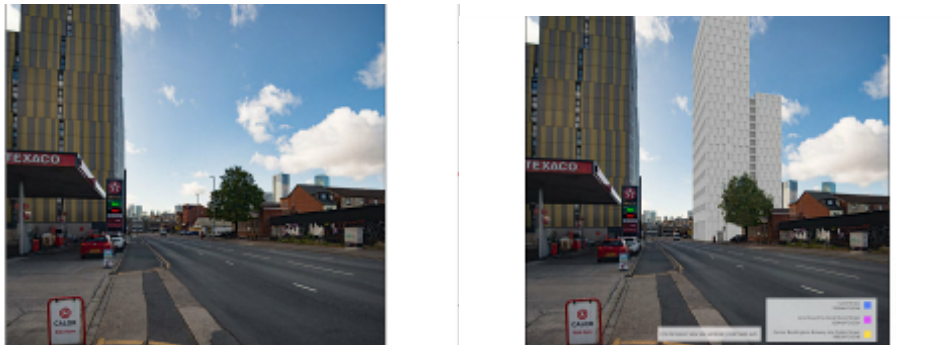
View 8 (existing left; proposed/cumulative right)



View 9 (existing left; proposed/cumulative right)



View 10 (existing left; proposed/cumulative right)



View 15 (existing left; proposed/cumulative right)

The proposal would bring tall buildings into close range views along Cheetham Hill Road. When viewed alongside the proposal at 1 Lord Street, it would provide a framed view into the city centre and contribute to the ongoing redevelopment and regeneration which has commenced.

View from the south of the site

Views 11, 12 and 13 are from the city centre and demonstrate the contrast between the taller buildings in the city centre and the low rise buildings on the fringe. There are various architectural styles including listed buildings and newer developments such as the Green Quarter, New Victoria and the college at the former Boddingtons

site. The taller buildings around the city centre help frame the views towards the site (partocualry view 11)



View 11 (existing left; proposed/cumulative right)



View 12 (existing left; proposed/cumulative right)



View 13 (existing left; proposed/cumulative right)

In view 11, the proposal would be highly visible large vertical feature. It would be the tallest in the view and be an early component of the scale and regeneration envisaged in the Great Ducie Street SRF. It would be a large addition in setting of the listed building which would remain legible and understood.

The building would not be visible in views 12 and 13 being largely hidden by existing or committed development (eg Old Brewery Gardens).

Views from Amenity Space adjacent to Dantzic Street

The view is from Angel Meadow, a large green space, surrounded by large scale developments including others under construction which restricts views outside of the park. Mature trees and planting dominate the space. At an elevated position at the northeastern corner of the park, the view opens up westwards to Cheetham Hill Road and the application site.



View 16 (existing left; proposed/cumulative right)

The proposal would not be visible.

Views from areas surrounding Great Ancoats Street looking North-West

The view is from Central Retail Park across towards the Ancoats conservation area. Views towards the application site are largely screened by buildings around Ancoats.



View 14 (existing left; proposed/cumulative right)

The proposed development would not be visible.

View 7 is from with Strangeways near the listed Prison.



View 7 (existing left; proposed/cumulative right)

The tall building is clearly an increase in scale from the historic group of buildings. The view demonstrates how cumulative schemes at 1 Lord Street and Old Brewery Gardens would be visible and read as an emerging collection of tall buildings in the SRF area.

Given the insular and limited visual experience of the prison buildings (with the exception of the Grade II listed ventilation tower), the proposal has a limited change on the appreciation of the listed buildings architectural or historical value and significance as a group.

The development would form a large and significant development in the Great Ducie Street SRF and contribute positively to its regeneration. The removal of a low quality building and hardstanding would have an overall beneficial impact.

The impact of the height would not be unduly harmful on visual amenity or the city scape. In all instances, the proposal has a positive impact on the skyline, including its cumulative impact with other committed developments. The architecture and materials would create a distinctive development that complements the heritage of this area.

There are instances where the building would be seen in the context of heritage assets such as listed buildings and the Cathedral conservation area. The impacts are considered to be low level and would not affect the character, appearance and setting of the conservation area as a whole or setting of individual listed buildings.

This low level of harm is outweighed by the substantial regeneration benefits that the development of such a high quality scheme would deliver. This is considered in detail elsewhere in the report.

Impact of the historic environment and cultural heritage

The site is not in a conservation area but the Cathedral conservation area is nearby and listed buildings could be affected including: Chethams Hospital and Attached Wall (Grade I), Victoria Station Including Concourse to rear with Restaurant and Booking Hall (Grade II), The Tower of HMP Manchester (Grade II), Stephenson Bridge (Grade II), Gatehouse of HMP Manchester (Grade II), City Buildings (Grade II), Cooperative Wholesale Society Building to North of Junction with Hanover Street

(Grade II), Cooperative Wholesale Society (Grade II), Cheetham Town Hall (Former) (Grade II), New Century House, including its attached Conference Hall and Abstract Concrete Relief Wall in the Entrance Piazza (Grade II), Co-Operative Insurance Society (Cis) Building (Grade II), Parkers Hotel (Grade II), Knowsley Hotel (Grade II), Cheetham Town Hall Annexe (Former) (Grade II), Former Free Library (Grade II), Former Boys Prison Block of HMP Manchester (Grade II), Main Prison Block of HMP Manchester (Grade II), South East Wing to Chetham's Hospital (Former Manchester Grammar School) (Grade II), St Chad's Cheetham Hill First World War Memorial Cross (Grade II), Roman Catholic Church of St Chad and Attached Presbytery, and Boundary Walls (Grade II), Detached Block of Schoolroom Approximately 20 Metres South of Chethams Hospital (Grade II), Former Synagogue (Grade II), Charter Street Mission (formerly Charter Street Ragged School and Working Girls' Home) (Grade II) and Cathedral Church of St Mary (Grade I).

There are also non designated heritage assets at 25 21 Cheetham Hill Road, 3 Park Place and 6-12 Park Place. The site is not a heritage asset and has, at best, a neutral contribution to the character and appearance of the area.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest of heritage assets. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' is paid when taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has been prepared. As there are no listed building at the site, nor is the site in a conservation area, the assessment has focuses on visual/setting impacts on the historic environment as required by the NPPF. This has been evaluated in detail in the 17 views identified in townscape assessment above.

The focus of the Cathedral conservation area is the Cathedral and the Chethams Hospital School. The conservation area was the ecclesiastical and scholastic focus of the settlement of Manchester from the medieval period onwards. It is not only the imposing structures of the Cathedral and Chetham School that is relevant to the medieval origins, but there is also evidence of a medieval street patterns (although altered) which is still legible. Other important buildings include the Corn Exchange, Manchester training College, Mynshills House and the Old Wellington Inn. Recent improvements have been made to the public realm in and around the Cathedral along with new developments. The Shudehill conservation area is also nearby.

The heritage assets have been grouped into four main areas.

- Cheetham Hill Road (Views 8, 9, 10, 11 and 15)
- Deansgate (Views 1, 2, 3, 4A and 4B)
- Cathedral Conservation Area (Views 4A, 4B, and View 17)
- Additional Views (Views 7, 13, and 16)

Cheetham Hill Road (Views 8, 9, 10, 11 and 15)

Views 8, 9, and 10 look south along Cheetham Hill Road and demonstrate that the proposal would be tall in the context of historic buildings in the street scene. There is

also a cumulative impact as a result of the proposal at 1 Lord Street and other tall buildings in the city centre.

In views 8 and 9, the proposal would be seen in the same context as St Chads Church (Grade II), Knowsley Hotel (Grade II) and former Town Hall Building. Its scale would make it noticeable in the context of these listed buildings and asset and changes how the historic buildings in the immediate locality of the site are experienced and appreciated.

The impact on the Church in particular (view 10) would be noticeable with the development forming a new backdrop to the Church tower which would, to a degree, reduce its prominence and landmark quality in the street scene.

View 11 illustrates the connection between Cheetham Hill Road from Corporation Street and how the former Free Library at 19 Cheetham Hill Road (Grade II) would lose a small amount of prominence in the street scene. In order to minimise this impact, the podium height would align with the ridge height of the listed building and number 21 Cheetham Hill Road.

The buildings would remain legible and understood in the street scene with the architecture and design minimising the overall impact including the lower element, slender appearance and light coloured materials which would soften the overall impact. The proposal is on the opposite side of the road to St Chads, providing a degree of separation from the Church and its tower.

In view 15, looking south along Cheetham Hill Road, the proposal would appear alongside other tall buildings at the Green Quarter. It would restrict oblique views of the primary elevations of No. 21 Cheetham Hill Road and the Grade II listed Former Synagogue from further north along the street. This would result in a low level of harm in terms of the appreciation of these assets from this point. However, this is an evolving street scene with tall buildings emerging as part of the implementation of the SRF which would remove poor quality sites from the area and replace with modern buildings of a variety of heights and designs and activating the street edge.

Deansgate (Views 1, 2, 3, 4A and 4B)

View 1-3 are experienced moving north on Deansgate. The long, linear street provides a sense of enclosure and has varied townscape with historic buildings sitting alongside tall and large contemporary buildings.

The Grade I listed Cathedral becomes increasingly prominent and the focal point of the view with the tower at its western end projecting into the streetscape and its west tower projecting above the varied roofscape to the western side of the road.

In View 1, the Cathedral is seen alongside the Grade II listed Church of St Chad on Cheetham Hill Road in the distant background.

The Cathedral provides a visual focal point in these views along Deansgate, albeit it is not until View 3, where the townscape at St Mary's Gate begins to open up, that

the tower is appreciated as being a separate entity from the Deansgate streetscape and the architectural prominence and hierarchy of the Cathedral is fully appreciated.

The proposal would clearly be visible and a prominent addition to the visual experience along Deansgate and would sit alongside other tall buildings in the view. In view 1, the proposal would be almost central, framed by built form on either side and cumulatively with the proposal at 1 Lord Street and other buildings of scale. 1 Lord Street forms the immediate backdrop to the Cathedral, and the proposal sits to one side and does not directly interact with the Grade I listed building in any views.

The light-coloured materials and design of the facade softens its appearance. The mature trees on Deansgate also aids its integration into the townscape.

Despite this mitigation, the proposal and 1 Lord Street would change the visual experience of the Cathedral along Deansgate and its sense of architectural dominance and its role as a focal point.

The impact in the closer range View 3 is also notable, where the proposal and 1 Lord Street sit alongside the tower. The two tall buildings are experienced as broadly the same height as the Cathedral tower. Whilst there is a sense that the new buildings step away from the tower, aided by the lower block of the proposal, and there is breathing space between the vertical elements, the new schemes would reduce to a minor extent the prominence of the Cathedral and add to the visual enclosure of its local setting, which has historically been relatively open, reflecting its status.

Notwithstanding the above, this is a localised impact derived from one sequence of city centre views. The exceptional architectural and historical significance of the Cathedral is still readily appreciated in the view and in many others across the city.

Cathedral Conservation Area (Views 4A, 4B, and View 17)

Views 4A and 4B provide a sequence of images from the western front of the Cathedral towards the Chethams School complex. The views, which show the proposal in tandem with cumulative schemes at 1 Lord Street and Old Brewery Gardens, demonstrate that the tall buildings would be prominent features in the local setting of the Grade I listed Cathedral, and the Grade I and Grade II listed buildings within the Chethams School complex.

In View 4A, the proposal would project above the roofline of the narrow, traditional building which sits within the boundary wall that encloses the school. Alongside the other emerging schemes, the proposal is experienced and understood as being a peripheral element of the complex's wider urban setting. An appreciation of the historic former hospital and current school buildings is relatively limited to close up and immediate views which enable an understanding of their architectural and historical interest.

The visual prominence tall buildings within their wider setting would materially affect this appreciation or experience. As one moves closer on Victoria Street towards the historic complex, the experience of the proposal would become more peripheral as

the view shifts towards the low scale historic buildings which are enclosed by a boundary wall.

View 17 demonstrates how the proposal would appear from the Cathedral Gardens to the west of the Chetham School. Mature trees screen the main body of the tall building, with the upper levels appearing above the canopy. Tall buildings are an established, pre-existing feature of this view

The screening of the tall building, which will lessen in winter months due to leaf loss, means the development is experienced peripherally and does not detract from an appreciation of the architectural and historical value of the Grade II listed eastern wing of the school which fronts onto the gardens.

Additional Views (Views 7, 13, and 16)

View 7 is from with Strangeways near the listed Prison. The tall building is clearly an increase in scale from the historic group of buildings. The view demonstrates how cumulative schemes at 1 Lord Street and Old Brewery Gardens would be visible and read as an emerging collection of tall buildings in the SRF area.

Given the insular and limited visual experience of the prison buildings (with the exception of the Grade II listed ventilation tower), the proposal has a limited change on the appreciation of the listed buildings architectural or historical value and significance as a group.

View 13 looks north towards the site from close to the junction of Corporation Street and the Ring Road across the front of the Grade II listed Parkers Hotel. The Grade II listed ventilation tower of Strangeways Prison is visible to the north-west. The proposal is largely obscured by built form and is not readily noticeable or prominent. It does not change an appreciation of the significance of either listed building.

View 16 allows an understanding of the impact on Angel Meadow and the Grade II listed Charter Street Mission on Aspin Lane. The view demonstrates that the visual experience of the site is largely limited by the mature trees within the park, which obscure the upper part of the building, the lower levels obscured by built form.

It is not considered that the proposal changes or negatively affects an appreciation of the listed building, the architectural and historical significance.

There would be a number of instances where impacts would occur on the Cathedral conservation area, the Cathedral, St Chads and other listed buildings in the views described above. In particular, the proposal would form part of the view of the Cathedral and would, to varying degrees, affect its prominence in the view.

The development would form part of an established skyline of taller buildings and therefore not have a direct impact on the significance and character of the conservation area as a whole which would remain legible and understood.

The proposal would be seen in the same context of a number of heritage assets. There are a small number of instances where a low level of *less than substantial*

harm occurs, as defined by paragraph 208 of the NPPF. These are in relation to views within the conservation area, the setting of the Cathedral, 19 Cheetham Hill Road and St Chads Church in particular. There are other instances where the development would be seen in long ranging views of listed buildings but their significance would remain legible and understood from key view points.

In all instances, the heritage assets would remain legible and understood and outweighed by the substantial regeneration benefits that this development would bring. It is considered that this proposal would provide the public benefits required by the paragraph 208 of the NPPF which outweighs any harm which arises. These public benefits will be considered in detail below.

Impact Assessment

The proposal would result in instances of low level harm through minor changes to certain views with the Cathedral conservation area and a number of listed building. These impacts are considered to result in a low level of less than substantial harm.

Therefore, it is necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be) (para 205 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in para 208 of the NPPF. The proposal would create instances of less than substantial harm. In assessing the public benefits, consideration has been given to para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

This is a development site, as defined by policy SP1 of the Core Strategy, in one of the City's key regeneration areas. Its current use as a vacant low rise building and hardstanding has, at best, a neutral impact on the local area and surrounding heritage assets. This proposal would regenerate the site in line with Council policy. .

The architecture and place making would enhance the area and provide 154 homes, with 20% affordable on a shared ownership basis. Cheetham Hill Road would be activated with ground floor uses and the building would meet the standard of architecture for this emerging neighbourhood of the city centre.

New residents would bring household spending to the area and new jobs directly associated with this development.

Over construction programme, 90 jobs per year would be created. Based on the average GVA per full time employee this would result in £5.6 million over the construction period to the Greater Manchester economy.

The development would meet sustainability objective and offer a highly efficient building fabric meeting low carbon objectives. There would also be drainage benefits and improved biodiversity and wildlife habitats.

The visual and heritage assessments show a low level of harm to the heritage assets in most instances as the proposal would only be viewed in their context. The level of harm would be low level as their significance would remain legible and understood both individually and where there is group value. The development is also of a high standard of architecture including active street frontages.

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

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, 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 208 of the NPPF.

Impact on Archaeology

GMAAS have advised that there are no archaeological requirements in respect of this site.

Visual Amenity

The development would deliver the objectives of the SRF including improving the street level environment and a high quality building. The SRF envisages the site would have ground floor commercial space on Cheetham Road and Park Place and a building height of between 20-29 storeys. The proposal would be part 25 storeys and part 15 storeys.

The building would redefine the street edge to Cheetham Hill Road and Park Place and respecting the building line of adjacent listed buildings.

The ground floor would have a double height entrance lobby and reception area from Cheetham Hill Road plus a commercial unit (180 sqm), refuse store, 154 space cycle store and plant. These ancillary space would be located at the west side of the building away from Cheetham Hill Road. The building entrance and semi-private courtyard would have a half colonnade providing a buffer to the street edge. The semi private courtyard would complement the amenity roof terrace at level 15. A commercial unit would be provided at first floor plus plant.



Ground floor layout

Levels 02, 04, 06, 08, 10 have 1 and 2 bedroom apartments. The larger 2 bedroom, 4 person apartments have an inset balcony to the north.

All homes have access to shared private external amenity at Level 15. The typical floors have a central core, with two staircases, two lifts, mechanically ventilated smoke shafts and service shafts. At lower levels (02-10), facade bays have a spandrel panel at the South facade, to avoid potential overlooking issues and to not preclude the future development of this site.

Levels 03, 05, 07, 09 have identical layouts to levels 02, 04, 06, 08, and 10 but the facade bay is flipped, moving the glazing placement and providing architectural interest to the buildings appearance.

At levels 11, 13, the layout is similar to the other levels with the exception of the south facade bays which are all glazed. At level 12 the facade bay which is flipped, moving the glazing placement and providing architectural interest. At level 15 the building steps back, providing a private external roof terrace for all residents. Levels 16, 18, 20, 22, the building continues to rise up with a mix of 1 and 2 bedroom apartments.

The remaining levels have a similar format to the lower levels and match the glazing arrangements and architectural detailing. The roof has PV panels.

There would be 46, 1 bedroom, 2 person homes (50.1 sqm), 95, 2 bedroom, 3 person (61.6 sqm), and 13, 2 bedroom 4 person (71.5 sqm). This is consistent with Manchester space standards.

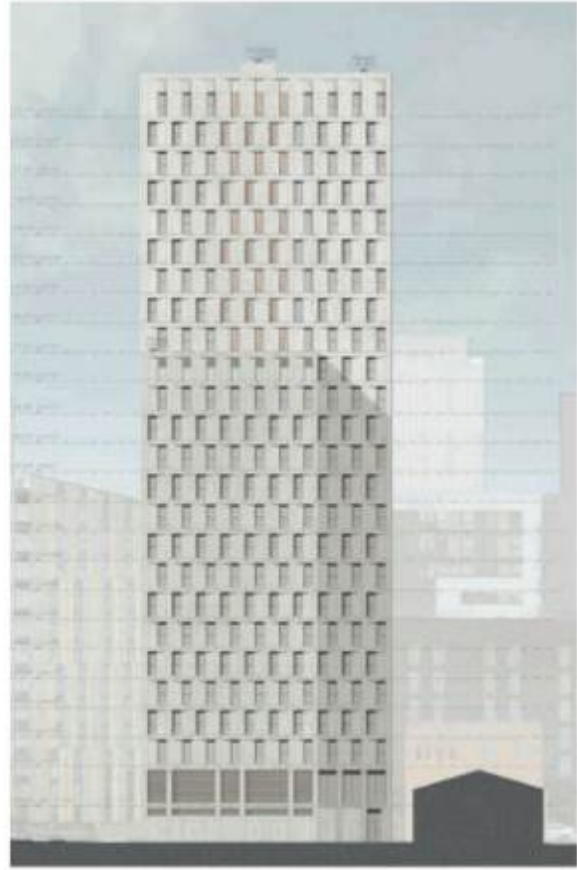
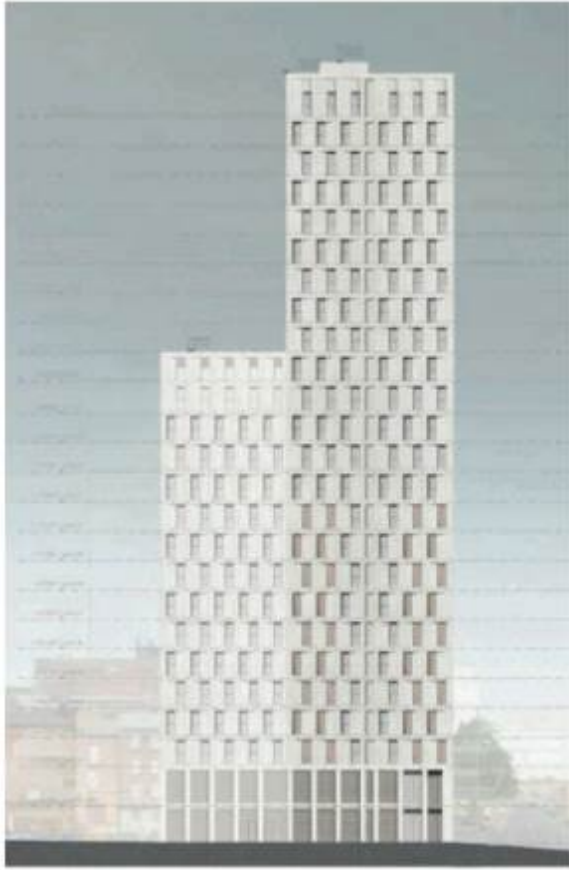
The height is consistent with the parameters specified in the SRF which anticipates a tall building at the site. The height reduces to 15 storeys at the rear to provide a more slender appearance from Cheetham Hill Road.



Elevation from Cheetham Hill Road



Elevation from Park Place



South and West elevations

The base of the building would have a double height podium to respond to the adjacent listed building at 19 Cheetham Hill Road and 21 Cheetham Hill Road. This would help to mark the entrance and provide an active frontage to the street edge.

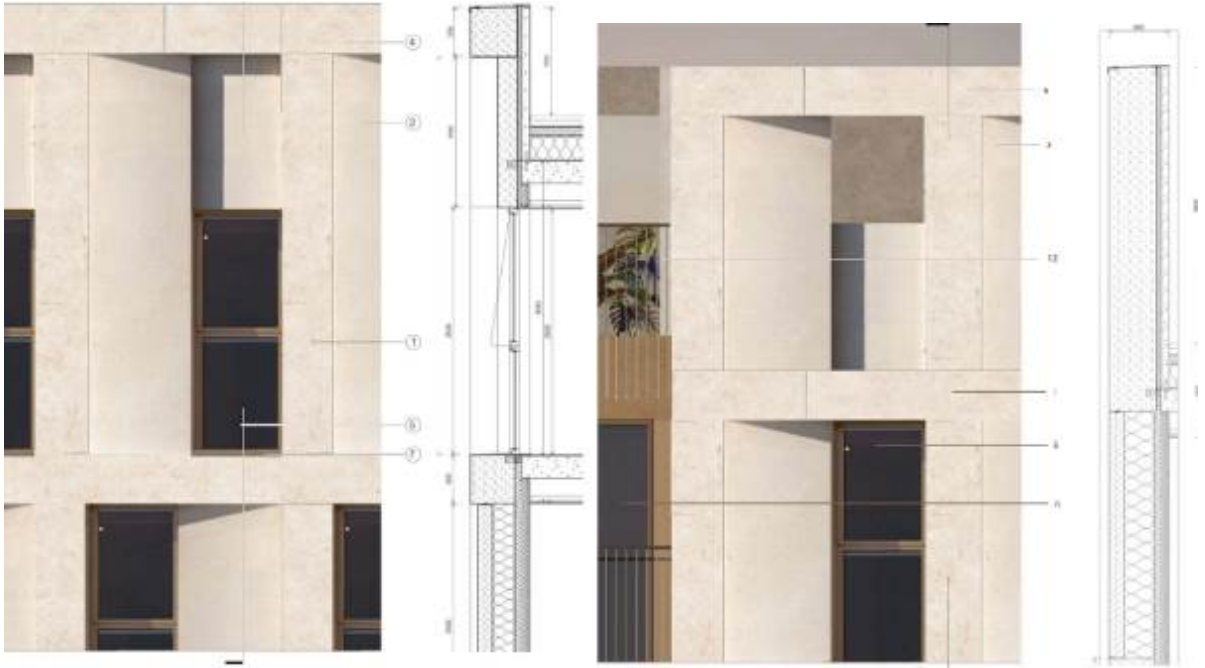
The facades be in pre-cast concrete. This would enable a range of high quality textured finishes to be created as well as the creation of profiled elements which would add richness to the façade.



Bay study main façade



Bay study commercial/ground floor areas



Bay studies for the upper sections of the building

A vertical grid of concrete piers and horizontal concrete bands would form the window opening at the upper levels. This grid is animated through angled panel bays which alternates at each level. This would provide richness to the grid and introduces movement to the facade. The angled concrete frames provide longer views from the homes and provide increased natural light to the residential spaces. The slim profile bronze coloured aluminium window frames would be set in deep reveals.

Conditions would ensure that the development is delivered to the required standard.





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

The residential roof terrace at Park Place will create a multi-functional space for residents with communal and semi-private areas, including outdoor cooking and dining, work stations and relaxed seating. Opening hours would restrict the times of use in the interest of amenity.



Roof Terrace

A semi-private courtyard space would be created to the rear of the building which would also be an important pedestrian route to the south of the site in the SRF. The space would be a small plaza along the new connecting route where people and residents can dwell. There would be soft landscaping and age friendly seating.



Landscaping for the public realm

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to ecology. No vegetation should be removed during bird nesting season and measures should be put in place to manage invasive species and minimise the impact on hedgehogs. Biodiversity net gains would be secured by planning condition. The proposal complies with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

Biodiversity

A modest amount of tree and vegetation would be removed. The landscaping and other works, would achieve a net gain in biodiversity. The planting and landscaping would provide foraging opportunities for birds and bats.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has established the likely significant effects of the proposal on daylight and sun light received by properties around the site. Consideration has been given to any instances of overlooking which would result in a loss of privacy.

To assess surrounding properties, the BRE guidelines have been used to provide a method for assessing daylight, namely– Vertical Sky Component (VSC) and No Sky Line (NSL). The VSC of a window may be adversely affected if it is less than 27% and less than 0.8 times its former value. For NSL, a room may be adversely affected if the daylight distribution (NSL) is reduced beyond 0.8 times its existing area.

For the assessment of sunlight, the approach assesses 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, the room should still receive enough sunlight).

The following properties were assessed:

- Jefferson Place (Residential)
- Park Inn (Hotel)
- Hallmark Tower (Residential)
- Cypress Place (Residential)
- Barton Place (Residential)
- Number One Lord Street (above ground development not yet commenced) (Residential)
- Park Place (Residential)

The assessment has considered other adjacent residential properties but due to the distance and orientation from the site they are unlikely to be affected. There are also no amenity areas located close to the site.

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

Jefferson Place (Residential) 332 windows were assessed to 157 rooms with all windows and rooms passing the VSC and NSL test for daylight. 11 rooms were also assessed for sunlight and these also met the relevant criteria.

Barton Place (Residential) 50 windows were assessed to 30 rooms with all windows and rooms passing the VSC and NSL test for daylight. 10 rooms were also assessed for sunlight and these also met the relevant criteria.

Number One Lord Street (above ground development not yet commenced) (Residential) 26 windows were assessed to 13 rooms with all windows and rooms passing the VSC and NSL test for daylight. There was no requirement to assess for sunlight as there are no rooms in this property are orientated to within 90 of due south.

Park Inn (Hotel) 90 windows were assessed to 78 rooms for daylight. 48 rooms were fully compliant with the criteria. The remaining rooms would experience a minor impact of between 20.1-30% of its former value. There was no requirement to assess

for sunlight as there are no rooms in this property are orientated to within 90 of due south.

This is a hotel and not permanent homes and the impact is not considered to be unduly harmful that would warrant refusal of this application.

Hallmark Tower (Residential) 208 windows were assessed to 164 rooms for daylight. 107 rooms were assessed to be complaint with the daylight guidelines.

42 of the remaining 57 rooms would experience changes in VSC and/or NSL which would be considered to be minor (of between 20.1-30% of its former value).

One of the two windows serving each of 5 of the remaining 15 rooms (all bedrooms) has a very low (5.2% to 5.6% against the BRE recommended 27%) baseline VSC level. This means that the small (3.3% to 3.6%) VSC changes as a consequence of the development disproportionately present themselves as major adverse changes in daylight amenity and cannot be attributed to this development.

The other windows serving these 5 bedrooms would all experience moderate adverse changes in VSC but, as they would maintain very good in context VSC levels of between 24% & 25% against the BRE recommended 27% for a suburban environment, the effect upon these 5 windows is considered to be minor. All 5 rooms would experience fully BRE compliant 0.2% changes in NSL and retain daylight distribution to 96% of the rooms area. The effect upon the daylight amenity to these 5 rooms is, therefore considered, to be minor.

The windows serving the remaining 10 rooms, which comprise an isolated column of single aspect Lounge Kitchen Dining (LKD) rooms all have low (9.9% to 11.8%) VSC values due to their windows all being recessed by balconies. Therefore, the small (4.5% to 7.4%) VSC changes as a consequence of the development disproportionately present themselves as major adverse changes in daylight amenity. Due to the single aspect nature of these deep multifunction rooms and the location of the windows under balconies, the NSL effects are also material. The effect is, however, acknowledged by the BRE in paragraph 2.2.12 which states:-

“If an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no sky line may be unavoidable.”

The effect of the proposal on the daylight amenity in these 10 rooms whilst materials, is exacerbated by the architecture of the building.

5 windows to 5 rooms were assessed for sunlight and all were assessed to be fully complaint with the relevant guidelines.

Cypress Place (Residential) 472 windows were assessed to 275 rooms for daylight. 248 rooms were assessed to be complaint with the daylight guidelines.

16 of the remaining 27 rooms would experience changes in VSC and/or NSL which are minor (of between 20.1-30% of its former value).

The remaining 11 rooms would experience changes in NSL which are of moderate or major adverse significance, the windows serving these rooms are, however, fully BRE compliant in VSC terms and experience no greater than a 8.9% of their current condition compared to the 20% at which the BRE states that changes in daylight amenity may be noticeable to the occupants.

Whilst there would be some limited impacts to the windows and rooms of this property they are not considered to be of a magnitude to warrant refusal of the application.

A total of 54 windows to 18 rooms were assessed for sunlight. All of the 18 rooms assessed will be fully compliant.

Park Place (Residential) 13 windows were assessed to 8 rooms for daylight. All 13 windows would experience a major adverse impact as a result of the development in terms of VSC (of 40 plus% of its former value). For NSL, 2 rooms would experience a minor impact, 1 room a moderate impact and 5 rooms a major adverse impact.

This impact is due to the close proximity of the proposal and this low rise building. This is, however, an emerging context and large scale urban development is expected in this area. The limited number of rooms affected, and its position, are not considered to give rise to impacts that are of a magnitude to warrant refusal. .

A total of 10 windows serving 5 rooms were assessed for sunlight. 2 of the 5 rooms would be fully compliant with the remaining rooms experiencing a material change to winter sunlight amenity but would all retain very reasonable levels of 2% to 4% WPSH against the BRE recommended 5%. 1 of the 3 rooms would also experience a material change in annual sunlight amenity, but will retain a very reasonable level for the context of 12% APSH. The other 2 rooms would continue to experience 31% & 38% APSH against the BRE recommended 25%.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable.

South façade (floors 2 to 13) a spandrel would be introduced to prevent potential overlooking to 21 Cheetham Hill Road. The building is considered to be of merit and is to be retained as part of the SRF. However, this does not preclude demolition of the building in the future and the spandrels would ensure that this site could be developed with a reasonable form of development.

(b) TV reception

A TV reception survey has concluded that there is likely to be minor interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Area (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 that could be affected by construction traffic and that associated with the completed scheme and have a high to medium sensitivity to air quality conditions.

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

The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

The main contributors to air quality conditions would be from construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that there are residential and other sensitive buildings that would be affected by construction vehicles accessing the site. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

The impact on human health would be high for demolition, earthworks, and construction. The main impact on local air quality conditions would be dust from the demolition and construction. The impact from construction traffic would be lower due to condition and surface material of surrounding main roads.

Mitigation measures are proposed such as dust suppression measures, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan, which would minimise the impact on local air quality. These measures would be secured through the construction management plan condition.

The completed development would generate traffic, but this would not create new impacts on air quality conditions (NO₂, PM₁₀ and PM_{2.5}). It would be a car free development with 154 cycle spaces. A travel plan would encourage public transport use and reduce vehicle trips. The proximity of the University campuses and the city centre means the site is ideally located for walking and cycling.

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.

It is acknowledged that local air quality conditions are poor, but the development would have no material impact on current air quality conditions and the accommodation can be suitably mitigated against current conditions.

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. A study area of 400 m radius around the site was established. The assessment considered mitigation measures to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis assessed the effects on wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The current wind conditions, for pedestrian safety and comfort, are within an acceptable limit for their intended use.

No wind safety risks due to strong winds were identified from the proposal with wind conditions remaining suitable for all thoroughfares, roadways, bus stops, proposed entrances, off-site entrances, proposed ground level amenity, proposed terrace level amenity, proposed balconies, and existing amenity spaces.

Noise and vibration

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

Noise levels from the construction would be acceptable provided that the operating and delivery hours are adhered to along with an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

When the development is occupied, the acoustic specification of the apartments would limit noise ingress from the main sources of external noise, particularly from nearby roads, and from ground floor commercial accommodation.

A mechanical ventilation system and appropriate glazing would ensure that noise levels in the apartments are acceptable and the apartments do not overheat. Further details are required in this regard which should be agreed by a condition and be the subject of verification prior to occupation.

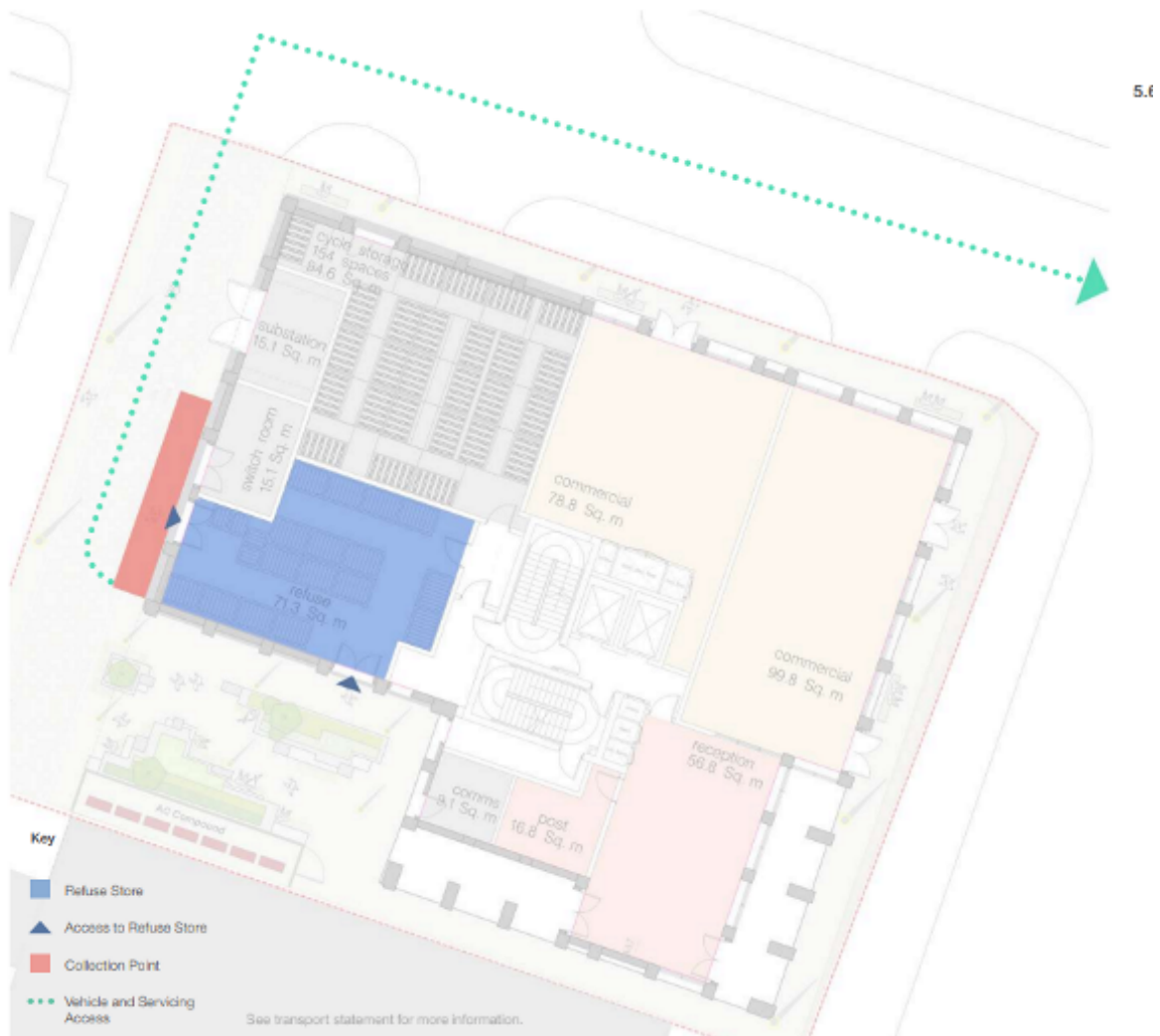
Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Residents would store and segregate waste in their homes and then take it to the dedicated waste store on the ground floor of the building where they will be able to recycle and dispose of general waste.

A 71.3 sq.m refuse store would be created which allows for 16 x 1100l bins and 4 x 240L bins. On collection days the on-site team would move the bins to the refuse collection point. The empty bins would then be returned.

Commercial refuse would be contained within the commercial units. The final details would be agreed once the end users are known.



Environmental Health accept the proposals for residential uses in principle but recommend the commercial is reviewed again once the users of the commercial users are known.

Accessibility

The proposals would create an inclusive environment. All homes would meet M (2) Building Regulations with 8% adaptable to M (3) standard (i.e. fully wheelchair accessible) should this be required. Communal corridors are all 1350mm. The level 15 external amenity terrace is accessed via a ramp.

Flood Risk/surface drainage

The site is in flood zone 1. The site is also in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

The drainage strategy has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

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

A transport statement notes that all sustainable transport modes are nearby. This would be a car free development with the exception of a car club bay, disabled bay and loading bay which would be installed on Park Place.

A post / parcel storage area would be provided in the reception area and residents would be advised of this as part of the Food and Parcel Management Strategy.

Modelling undertaken demonstrates that the vehicle movements associated with development can be accommodated on the highway network.

100% cycle provision is proposed with visitor spaces in the public realm at the entrance to the building. A travel plan would support the travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored. The parking restrictions in the area would be refreshed to discourage pavement parking.

A construction management plan would also need to be agreed to minimise the impact of construction activities on the local highway network

The proposals are considered to be acceptable and would not have a detrimental impact on highway or pedestrian safety. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. A recommended condition requires the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment remediation strategy is required to ensure that there are no unacceptable impacts, the land is properly remediated and impact on controlled waters is minimised.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Aerodrome Safeguarding

There would be no aerodrome safeguarding concerns in respect of this proposal. An informative about the use of cranes during construction should be imposed.

Construction management

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan which would include details of dust suppression measures, highways management plan and use of machinery. Wheel washing would prevent dirt and debris on roads.

Construction vehicles are likely to use Cheetham Hill Road which should minimise disruption on the network. The applicant would communicate with local residents and businesses to ensure that impacts are minimised and access is maintained to minimise disruption.

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, businesses 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.

Permitted Development

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

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

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

Legal Agreement

This application will be subject to a legal agreement which would secure affordable accommodation at the site as set out under the heading 'Affordable Housing' within this report.

The project architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading 'Visual Amenity' of this report.

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 site in the Great Ducie Street SRF and is suitable for a high density development. The development would provide 154 homes and contribute to housing supply in the City and population growth. 20% would be affordable and offered on a shared ownership basis.

There would be one, two and three bedroom homes with ancillary amenity spaces, and active ground floor uses. The siting, scale and appearance would contribute positively to the changing context and would complement the other recent and approved developments in the area.

The removal of poor quality building and hardstanding would be beneficial. The building would be of a high standard of sustainability. It would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply at the site and carbon reductions.

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

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

There would be some localised impacts on the conservation area and a number of listed buildings with the level of harm being considered low, less than substantial and significantly outweighed by the substantial public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 and S72 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 policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the 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 legal agreement to secure 20% affordable housing and to secure the use 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 noise, traffic and air quality impacts. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions of the approval

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

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

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

Drawings

Site Plan Proposed	P2	L(--)	500
Ground Floor Plan	P4	L(--)	000
Level 01 - Mezzanine Floor Plan	P2	L(--)	001
Levels 02, 04, 06, 08, 10 Floor Plan	P2	L(--)	002
Levels 03, 05, 07, 09 Floor Plan	P2	L(--)	003
Levels 11, 13 Floor Plan	P2	L(--)	011
Level 12 Floor Plan	P2	L(--)	012
Level 14 Floor Plan	P2	L(--)	014
Level 15 Floor Plan	P2	L(--)	015
Levels 16, 18, 20, 22 Floor Plan	P2	L(--)	016
Levels 17, 19, 21, 23 Floor Plan	P2	L(--)	017
Level 24 Floor Plan	P2	L(--)	024
Roof Level Plan	P2	L(--)	00R
2B4P Accessible (M3)	P1	L(--)	250
North Section	P1	L(--)	300
East Section	P1	L(--)	301
South Section	P2	L(--)	302
West Section	P2	L(--)	303
North Elevation	P2	L(--)	400
East Elevation	P2	L(--)	401
South Elevation	P2	L(--)	402
West Elevation	P2	L(--)	403
Park Place Long Elevation	P2	L(--)	404
Cheetham Hill Road Long Elevation	P2	L(--)	405
Facade Fragment - Typical Bays	P2	L(--)	450

Facade Fragment - Typical Inset Balcony	P2	L(--)-451
Facade Fragment - Typical Colonnade	P2	L(--)-452
Facade Fragment - Typical Terrace Parapet	P2	L(--)-453
Facade Fragment - Typical Crown	P2	L(--)-454

Landscaping Plans:

368-LST-XX-XX-DR-L-0101-Landscape General
 368-LST-XX-XX-DR-L-0102-Groundfloor Landscape
 368-LST-XX-XX-DR-L-0103-Level 15 Landscape
 368-LST-XX-XX-DR-L-0801-Lighting Mark-up
 368-XX-XX-RP-L-0001-P05-Landscape Workbook

Received by the City Council, as Local Planning Authority, on the 10 January 2024

Supporting Information

Design and Access Statement Hodder and Partners Architects, Air Quality Assessment Miller Goodall, Affordable Housing Statement Zerum, Archaeological Desk Based Assessment Orion Heritage, Blue and Green Infrastructure Statement Land Studio, Circular Economy Statement Futureserv, Construction Phase Plan United Living, Crime Impact Statement Greater Manchester Police, Design for Access 2 Compliance Report Hodder and Partners Architects, Energy Statement Futureserv, Environmental Standards Statement Futureserv, Fire Engineering Review Jensen Hughes Fire Statement Form Jensen Hughes, Flood Risk Assessment and Drainage Strategy Roscoe Engineering, Green and Blue Infrastructure Statement Land Studio, Heritage Statement: Significance Appraisal and Impact Assessment Stephen Levrant Heritage Architecture, Interim Travel Plan SK Transport Landscape Workbook Land Studio, Lighting Proposals Futureserv, Local Labour Agreement United Living, Noise Assessment Miller Goodall, Overheating & Ventilation Statement Futureserv, Phase 1 Ecology Assessment Erap Consultant Ecologists, Planning Statement Zerum, Preliminary Geo-Environmental Appraisal and Preliminary Mining Risk Assessment Calabrian, Statement of Community Consultation Cavendish Consulting, Tall Building Statement (included within Planning Statement) Zerum, Television and Radio Reception Survey GTech, Townscape and Visual Impact Assessment rmbp, Transport Assessment SK Transport and Utility Statement (including Broadband Connectivity Assessment) Futureserv

All received by the City Council, as Local Planning Authority, on the 11 October 2023

Environmental Statement Zerum

- Daylight and Sunlight;
- Greenhouse Gas Emissions;
- Built Heritage;
- Socio-Economics;
- Townscape and Visual Impact Assessment;
- Wind Microclimate

received by the City Council, as Local Planning Authority, on the 11 October 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.

3) Prior to the commencement of the development (excluding above ground demolition), details of the method for piling, or any other foundation design using penetrative methods, for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction 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, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

4) No demolition works or vegetation clearance 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).

5) Notwithstanding the Flood Risk Assessment and Drainage Strategy Roscoe Engineering received by the City Council, as Local Planning Authority, on the 11 October 2023, (a) the development shall not commence (excluding above ground demolition) 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;
- CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity;

- 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 in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- 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 the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
 - Hydraulic calculation of the proposed drainage system, including all engineering parameters;
 - Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

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).

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

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

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

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

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

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

7) Notwithstanding the Construction phase Plan received by the City Council, as Local Planning Authority, on the 11 October 2023, demolition shall not commence until a detailed construction management plan outlining working practices during construction have been submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

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

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

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

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

8) Notwithstanding the Construction phase Plan received by the City Council, as Local Planning Authority, on the 11 October 2023, the development (excluding demolition) shall not commence until a detailed construction management plan outlining working practices during construction have been submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

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

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

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

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

9) Prior to the commencement of the development (excluding demolition), all material to be used on all external elevations of the development 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 of the development along with jointing and fixing details, 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 approved materials shall then be implemented as part 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.

10) a) Prior to the commencement of the development (excluding above ground demolition), details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

11) Prior to the first occupation of the development hereby approved, details of the implementation, maintenance and management of the sustainable drainage scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include the following:

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

The approved scheme shall then be implemented in accordance with the details and thereafter managed 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).

12) The development hereby approved shall be carried out in accordance with the Energy Statement Futureserv Environmental Standards Statement Futureserv received by the City Council, as Local Planning Authority, on the 11 October 2023. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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.

13) Notwithstanding drawing L(--)-000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, (a) prior to any above ground works commencing, details of a hard and soft landscaping scheme (including appropriate materials, specifications) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the residential element of the development. 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 SP1, EN9 and DM1 of the Core Strategy.

14) (a) Prior to the first occupation of the development, 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. For the avoidance of doubt, 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 (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

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

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

Reason - 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).

15) (a) Notwithstanding the Acoustic Report by Miller Goodall received by the City Council, as Local Planning Authority, on the 11 October 2023, prior to the first use of each commercial unit as indicated on drawing L(--)-000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, a scheme of acoustic insulation for the commercial units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of each of the commercial units, 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, and 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).

16) Notwithstanding the Noise Assessment Miller Goodall received by the City Council, as Local Planning Authority, on the 11 October 2023, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

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

Any resultant changes to building fabric need to be in accordance with the overheating criteria set out in the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

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

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and

requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

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

17) Prior to any above ground works, a waste management strategy and details of an appropriate waste storage area for the residential element 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 residential element 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.

18) Prior to the first use of the commercial uses as indicated on drawing L(--)000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, details of a waste management strategy for the storage and disposal of refuse for the commercial uses 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 commercial uses 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.

19) Prior to the first use of each of the commercial units, as indicated on drawing L(--)000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units 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).

20) Prior to the first use of each of the commercial units as indicated drawing L(--)000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, details of any roller shutters to the ground floor of that commercial unit 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 commercial units 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).

21) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of the development, full details of such a scheme for the development 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 the development 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 the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

22) 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 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

23) Deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00

Saturday Sundays and Bank Holidays confined to 10:00 to 18:00

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

24) The commercial units hereby approved, as indicated on drawing L(--)000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30

Sundays (and Bank Holidays): 10:00 to 22:00

There shall be no amplified sound or any amplified music at any time within the unit.

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.

25) Prior to the first use of the external landscaped areas around the development as indicated on drawing L(--)-000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, an operational management strategy 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 (including no use of amplified music);
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

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

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

26) The commercial units, as shown on drawing L(--)-000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, shall remain as separate units 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.

27) The three commercial units and makers spaces, as indicated drawing L(--)000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024, can be occupied as Use Class E (excluding convenience retail and a gymnasium) 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.

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

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

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

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

30) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 11 October 2023. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the 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.

31) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 11 October 2023.

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 the development, a Travel Plan for the development 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).

32) Prior to the first occupation of the residential element, the 154 space cycle store shall be implemented in accordance with drawing L(--)-000_Ground Floor Plan-min received by the City Council, as Local Planning Authority, on the 10 January 2024 and thereafter retained and maintained in situ.

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

33) Prior to the first occupation of the residential element of the development, a scheme of highway works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following (as shown on drawing SK drawing SK22359-001 Rev C):

- Footway reinstatement, resurfacing and tactile paving to Cheetham Hill Road and Park Place;
- The corner radius at the Park Place junction will be increased and dropped kerb and tactile paving installed.
- Introduction of Traffic Regulation Orders to Park Place to prohibit parking, creation of an accessible bay, car club bay and loading bay and Modify Existing Single Yellow Line Restriction on Park Place;
- Implementation of additional cycle infrastructure and cycle route signing from the site
- Implementation of walking signs to city centre sites from the development

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development 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).

34) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 11 October 2023, within one month of the practical completion 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 the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied 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.

35) Prior to the first occupation of the development hereby approved, details of bird and bat boxes to be provided (including location and specification) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

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

36) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous

Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

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

37) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. All commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that building and used to inform any future advertisement applications for the building

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

38) All windows at ground level with the exception of the WC and, unless shown otherwise on the approved drawings detailed in condition 2, 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.

39) The development hereby approved shall include for full disabled access to be provided to the internal courtyard 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.

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

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

41) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes Cheetham Hill Road and Park Place.

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

42) Prior to the first occupation of the development, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved

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

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

43) Prior to the first use a Delivery and Servicing Management (including taxi pick up and drop off, parcel deliveries and food drop off) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/delivery activities the building are co-ordinated to ensure efficient use of the proposed loading bay.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, particularly for food and deliveries, 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).

44) Prior to the first use of the roof terrace, the opening hours for the roof terrace shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The roof terrace shall only operate in accordance with the roof terrace opening hours.

There shall be no amplified sound or music used at the roof terrace.

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

Informatives

- 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: 138302/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
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Work & Skills Team
Sport England
Planning Casework Unit**

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

Representations were received from the following third parties:

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

