

Application Number	Date of Appln	Committee Date	Ward
126668/FO/2020	3rd Apr 2020	30th Jul 2020	Deansgate Ward

Proposal Full planning permission for the erection of two 52-storey residential buildings (Use Class C3) each incorporating a podium accommodating residential amenity facilities and ground floor and first floor commercial units (Use Classes A1, A2, A3, or D1), private and public basement car parking, landscaping and a public park, servicing and access arrangements, highways improvements, and associated works (Phases A, B, and D as defined on Drawing Reference: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801). Outline planning permission (with all matters reserved) for an educational facility (Use Class D1) (Phase C as defined on Drawing References: 10292Z1SHPG000PL00B5D802 and 10292Z1SHPG000PLB1B5D801)

Location Land Bound By Silvercroft Street, Crown Street, And The Mancunian Way, Manchester, M15 4AX

Applicant , Renaker Build Ltd, C/o Agent

Agent Mr John Cooper, Deloitte LLP, P O Box 500, 2 Hardman Street, Manchester, M3 3HF

Description

This 1.1 ha site is in the Great Jackson Street Strategic Regeneration Framework Area (SRF) close to a key entry point into the city centre. It is bounded by the Mancunian Way, Crown Street Phase 1; the former Bridgewater Canal Offices; a surface level car park; and a slip road off the Mancunian Way linking into Melbourne Street and Crown Street. The site is a cleared site, was formerly a car park and includes Crown Street and Silvercroft Street.

The Great Jackson Street area includes cleared sites, light industrial uses and temporary car parking, as well as the Gaddum Centre, which is a three storey red brick office building with a pitched tiled roof on Great Jackson Street. The Deansgate Square development at Owen Street, consisting of four residential towers, is to the north-east. Two residential towers with mixed uses at ground floor are under construction at Crown Street Phase 1, which adjoins the site to the north-west. There are residential properties on the opposite side of Chester Road within Castlefield and there is a considerable amount of residential development in Hulme.

Castlefield Conservation Area is on the opposite side of Chester Road and the development could affect the settings of a number of listed buildings, including: the former Bridgewater Canal Company offices (Grade II listed) to the north of the site at the junction of Chester Street/Great Jackson Street; Middle Warehouse (Grade II) on Chester Road to the north; the School House (Grade II) on Jackson Crescent across the Mancunian Way to the south of the site; and St Georges Church (Grade II*)

listed), including its walls and gates (Grade II), which is to the west of the site across the Mancunian Way roundabout.

This is the second phase of development to come forward within Plot C of the Great Jackson Street SRF. Phase 1, consists of 664 homes in two towers of 21 and 51 storeys approved under planning permission 119806.



Elements that are part of this application highlighted **orange**.

1. Crown St - Phase 1, Tower C1 (under construction)
2. Crown St - Phase 1, Tower C2 (under construction)
3. Crown St - Phase 2, Building C3, School - Outline element
4. Crown St - Phase 2, Tower C4
5. Crown St - Phase 2, Tower C5
6. Public Park
7. Entrance to public car park
8. Future development plot (Phase 3)
9. Deansgate Square Marketing Suite
10. Gaddum House
11. Bridgewater House

The Proposal

The application proposes:

- 855 homes with 33 per cent one bedroom, 60 per cent two bedroom, 6 per cent three bedroom and 1 per cent duplexes;
- 244 residents' car parking spaces, with 24 accessible spaces and 24 spaces with electric vehicle charging points (EVCs) (10% provision);
- A public car park with 389 spaces in a three level basement, including 19 accessible spaces (5%) and future proofing for EVCs should the demand arise;
- 855 cycle storage spaces;
- A 0.5ha (hectare) public park;
- Two retail units facing into the public park;
- Ancillary residential amenity space including a private roof terrace and gym;
- A single form entry primary school. Outline planning permission is sought for this part of the development;
- A soft landscape zone to the west of the development;
- A wide lawn and tree planting area located to the south of the development;
- A pedestrian link along Silvercroft Street leading to Great Jackson Street and beyond;
- A shared pedestrian and cycling route along the eastern edge of the public park;
- Infrastructure improvements, such as raised tables, to promote pedestrian connectivity the Crown Street Phase 1 development;
- A servicing road that would run around the perimeter of the site.

The application is a phased hybrid application seeking full planning permission and outline planning permission. Full planning permission comprises three phases:

Phase A: a 52 storey building (building C4), comprising 414 homes, a perimeter servicing and access route, public realm, including partial delivery of a public park and landscaping, and a private residential basement car park.

Phase B: a 52 storey building (building C5), comprising 441 homes, a perimeter servicing and access route, public realm, including delivery of the remaining area of public park and landscaping, and a private residential basement car park.

Phase D: A three storey, publically accessible, basement car park.

Outline planning permission with all matters reserved is sought for:

Phase C: A 3 storey single entry primary school with outdoor play facilities on the roof, between these buildings and Crown Street Phase 1.

The towers would be linked by a two storey podium that would be situated on the south eastern part of the site. The buildings would look out onto the public park on the north western part of the site. The podium would accommodate double height concierge spaces for each tower, with access from the park, with a lounge and amenity space, including a gym and sauna. The podium would accommodate two double height retail units fronting the park. The towers would begin at second floor

with a residents' garden on the roof space of the podium between them. There would be amenity space comprising flexible spaces, such as meeting rooms and private dining areas, looking out on to and with access to the residents' garden. The top two levels of each tower would each accommodate four three-bed duplexes. The roof top of each tower would have a building maintenance unit screened by the same elevational treatment as the floors below.



Second Floor Plan

Parking would be provided in three basement levels with the public car park located under the public park and the school. Access to the public car park would be off the spur of Silvercroft Street at Crown Street. Silvercroft Street would also provide access to the residents parking, via a private access that would run past the Crown Street Phase 1 site and the school. Access to the plant rooms and refuse stores would also be located here.

There would be a bin store for residents on the ground floor of each tower. A waste chute system with an automated tri-separator located at the bottom of the chute would separate each different form of waste. The waste streams would be colour coded to assist management and compliance, and residents would have colour coded waste bins in their apartment. The on-site building management team would bring out bins immediately prior to collection and return them immediately after. Collections would take place from the two loading bays close to the refuse stores on the service road behind the buildings. Each commercial unit would have its own self-contained refuse store with access to service bays. The bin stores would be naturally ventilated through the building facade.

The bin provision would include:

Building C4 apartments: 22no. 1100L Eurobins for general waste; 11no. 1100L bins for pulvable paper/card; and 11no. 1100L bins for mixed recycling.

Building C5 apartments: 23no. 1100L Eurobins for general waste; 11no. 1100L bins for pulvable paper/card; and 11no. 1100L bins for mixed recycling.

It is proposed that food waste be bagged and brought to two purpose built bin stores at ground level.

Commercial waste per retail unit: 1no. bin for general refuse; 1no. bin for pulvable paper/card recycling; and 1no. bin for co-mingled recyclables.

Building C4 would be a tower with curved convex sides and angled concave ends. It would appear to straddle the podium building, with its ends supported on concrete elliptical shaped columns to the front and rear of the podium. The apartments would be arranged around a central linear core. The tower façades would be fully glazed with a regular uniform grid pattern of vertically proportioned full height tinted windows and anodised aluminium perforated opening vents. The glazing and aluminium vents to the northern and southern ends of the tower would be in mid and dark grey tones, and there would be a series of horizontal and vertical fins to these elevations to form a textured grid pattern. The cladding to the eastern and western sides of the tower would have a highly reflective finish in light greys and silver, with opaque glazed units in light and mid grey, fritted clear panels, silver anodised aluminium perforated vents and light tinted windows.

Building C5 would be a circular shaped tower with apartments arranged around a central core. The tower façade would be fully glazed with a regular uniform grid pattern of vertically proportioned full height dark grey tinted windows and mid grey anodised aluminium perforated vents, with a dark grey horizontal spandrel band matching the vent perforated pattern at each floor level to conceal the bulkhead. The glazing and aluminium cladding would be arranged in a staggered spiral pattern and would have a darker appearance than the main facades of Building C4. The tower would be supported on circular concrete columns coming down in front of the podium elevations.

The podium would follow the shapes of the towers at each end and the contours of the adjacent park. Its elevations would be glazed curtain walling with extruded aluminium fins. The fins would be anodised silver for the part of the podium that relates to tower C4 and anodised bronze where it relates to tower C5. The podium's glazed curtain walling would be broken up by light grey brickwork horizontal banding at first and second floor levels.

The public park would be landscaped with areas of open lawn, pathways, trees and herbaceous planting. A small informal play area would be provided.





Proposed Phase 2 in context with complete Phase 1 development (currently under construction)



View west from the park - afternoon



Consultations

Publicity The application has been advertised in the Manchester Evening News, site notices displayed and the occupiers of nearby properties have been consulted. Six representations have been received. One is in support of the application on the grounds that it would enhance the immediate built environment bordering on Hulme by increasing footfall and natural surveillance, reducing car ownership, providing extra amenities and providing a good visual impact with a very high standard of design that complements the adjacent developments. The comments from the other representations can be summarised as follows:

There are already too many apartment blocks in this area. People will not want to live in this highly polluted area, especially with Covid19 and people working from home, more people will want to live out in the spacious, less polluted suburbs. The City Centre should be made more spacious with outdoor space.

So many tower blocks are having a detrimental impact on Castlefield's attractiveness to tourists and to potential residents who want to live in a less busy environment but still close to the City Centre.

Tall glass fronted buildings are not in keeping with the general appearance of Castlefield apartments in this area and in Manchester's conservation sites.

Manchester has lost its original appeal, individuality and charm. The type of apartments being built has changed the local demographic, culture and environment.

Loss of daylight and sunlight to existing properties around the site.

Overlooking of existing properties around the site.

Concern that the Great Jackson Street Development Framework is too focussed on residential resulting in a high density suburb with no activity or life at ground level. One or more future plots should be designated as offices or a hotel.

Lack of local amenities, such as shops, doctors, dentists etc to support this number of new residents.

The pedestrian links to Hulme Park should be improved with a more direct at-grade pedestrian crossing over the Mancunian Way (the current bridge is too winding) to overcome the barrier effect of the Mancunian Way.

Impact on traffic and the environment due to the increased availability of parking, encouraging more people to drive. The addition of the school would also impact rush hour traffic and access into and out the city, as well as increasing car pollution and general waste due to an increase in people traffic.

Noise and disturbance from construction.

Lack of affordability.

Lack of community cohesion. The communities of Castlefield, the towers and Hulme couldn't be further apart. None of the new towers' 'amenities' such as the pool and courts are available for other residents.

Highway Services - Request conditions regarding servicing hours, provision of a new Car Club bay, provision of a cycle crossing and tactile paving at the junction of Great Jackson Street/Chester Road, a Full Travel Plan and a Construction Management Plan. Advises on the information required for the school reserved matters application, which should include a Drop off zone along Great Jackson Street.

Environmental Health - Recommends conditions relating to ground contamination, Construction Management Plan (including wheel washing), fumes/odours, commercial opening hours, servicing hours, lighting, acoustics (commercial, residential and plant), waste management, and air quality.

MCC Flood Risk Management - Recommends conditions regarding Sustainable Drainage Systems (SuDS).

Greater Manchester Police - Recommends a condition requiring Secured by Design accreditation be attached to any permission.

Historic England (North West) - Historic England has no objection to the application on heritage grounds. It considers that the application meets the requirements of the NPPF, in particular paragraph numbers 184 and 193.

Environment Agency - The Environment Agency's Guiding Principles for Land Contamination should be followed as the site poses a risk of pollution to controlled waters due to past industrial activity.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to Manchester's Roman origins, as well as late 18th and 19th century workers' housing. GMAAS therefore recommend a condition requiring a scheme of mitigation to excavate and record any remains.

Transport For Greater Manchester - Queried the use of the Saturn Regent Road model for traffic flows, requested further clarification on traffic distribution and requested that the whole development quantum be provided in assessments so that they include all parking spaces not just the public car park.

Manchester Airport Safeguarding Officer - Agrees with the comments of NATS and their requested conditions, and also requests a condition be attached requiring the building to be adequately lit.

National Air Traffic Safety (NATS) - The proposal is expected to have a technical impact on the Manchester M10 Radar at Manchester Airport, which should be mitigated through the imposition of aviation conditions.

Natural England - No objections.

Greater Manchester Ecology Unit - Recommends a condition regarding the protection of nesting birds and that more measures could be included to enhance biodiversity such as the use of more locally native species and the provision of features such as bird and bat boxes.

Sport England - Objects to the application as it believes that the proposal makes no contribution to formal sports facilities, indoor or outdoor, to meet additional demand arising from the development. It requests a financial contribution towards off-site sports facilities and that the development incorporate the 10 principles of Active Design into its design

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay" and "where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 855 homes to a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required in appropriate locations within Manchester as the city grows. The City Centre is the biggest source of jobs in the region and the accommodation proposed would support the growing economy and help to create a vibrant, thriving and active community.

Section 6 - Building a strong and competitive economy - The proposal is for a high-quality scheme in an area in need of further regeneration. It would create jobs during construction and would complement the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives, delivering housing to meet the demands of a growing economy and population. It would be within the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is close to the Deansgate tram and train interchange and bus routes. Development in this highly sustainable location would contribute to wider sustainability and health objectives and give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – This high density development would provide homes and other uses on a brownfield site and safeguard and improve the environment and ensure safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) - The design has been carefully considered. The high quality buildings would raise design standards,

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is highly sustainable and would seek to achieve a 'Very Good' BREEAM rating for the commercial element.

An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation.

The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC6 (City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1(Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The site is highly accessible supporting sustainable growth and helping to halt climate change.

SO2. Economy – The scheme would provide jobs during construction and permanent employment and facilities in a highly accessible location. It would provide housing near to jobs and support the City's economic growth and performance,

reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 855 homes in a highly accessible location and meet demand for housing near to jobs, in a sustainable location. It would address demographic needs and support economic growth which requires housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport – The development would be highly accessible, reducing the need to travel by private car and making the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

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

Policy SP 1 Spatial Principles – The development would be highly sustainable and would provide high quality homes close to economic and commercial development. It would be close to sustainable transport and maximise use of the City's transport infrastructure. It would enhance the built and natural environment and create a well-designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified for residential development and would contribute to meeting the overall Core Strategy housing targets for the City Centre.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would create activity and increase footfall in the area. The commercial units would provide services for other residents within the area.

Policy CC8 Change and Renewal – This large scheme would support the City Centres employment and retail role and would improve accessibility and legibility. It is consistent with the approved development framework for the area.

Policy CC9 Design and Heritage – The design would be appropriate to the City Centre context. It would have an impact on the character and appearance of the

nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The flats would be a mix of one, two and three bedroom apartments and townhouses, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building and site would be accessible.

Policy H1 Overall Housing Provision - The development would provide new City Centre homes, consistent with regeneration objectives, and help to create a mixed use community. It would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H8 Affordable Housing – A viability appraisal has been submitted regarding affordable housing which is discussed in more detail below.

Policy T1 Sustainable Transport – The development would encourage a modal shift to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be easily accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would enhance the character of the area and the image of the City. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The design would be appropriately located within the site, contribute positively to sustainability and place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The development would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of nearby listed buildings and this is set out in more detail later in the report.

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

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

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

Policy EN9 Green Infrastructure – The development includes a public park with lawns, herbaceous planting and tree planting, as well as green rooftop gardens, adding to the network of green spaces and allowing for adaptation to climate change in a heavily urbanised area.

Policy EN11 Quantity of Open Space, Sport and Recreation – The proposal would provide new open space to provide for the increase in population created by the development. It would also increase inter-connectivity between spaces to allow better links for disabled people, pedestrians and cyclists, and to enhance biodiversity.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared and this is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions.

Policy EN 17 Water Quality – There would be no adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

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

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

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy DM2 Aerodrome Safeguarding – Measures are required to ensure that the proposal would not affect the operational integrity or safety of Manchester Airport or Manchester Radar, which would be secured through a condition.

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would have an impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail later in the report.

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

Policy DC20 Archaeology – The site has an archaeological interest from Roman times and historical housing, and a scheme of investigation is proposed.

DC26.1 and DC26.5 Development and Noise – An acoustic assessments considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding

developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

- Delivering the first phases of new residential accommodation.
- Ensuring effective linkages to neighbouring development areas, in particular First Street, and to Hulme, including Hulme Park.
- Ensuring high levels of environmental and energy management as part of the development.

The proposed development would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

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

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposed development would contribute to achieving the above targets and growth priorities.

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 within the context of objectives for growth and development. The proposal includes a comprehensive landscape scheme with extensive tree planting and green roofs. It would create pedestrian linkages through to the public realm area and riverside walkway proposed as part of the adjacent Owen Street development, improving access to the River Medlock.

Great Jackson Street Development Framework

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. The Framework was updated in 2015 and again in January 2018, following public consultation. It forms a material consideration in the determination of planning applications within its boundary. The overall aim of the updated Framework is to create a high quality residential neighbourhood with high value homes that would support the growth of the economy. It would be possible to create a vibrant, safe, secure and sustainable community incorporating a range of dwelling types, providing an attractive place to live. This would be supported and underpinned by the creation of a high quality environment including areas of public space, shared/private amenity space and new pedestrian linkages and connections. The planning application is broadly consistent with the updated Framework.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public

transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

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

Legislative requirements

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects and it is considered that the issues that could give rise to significant impact are:

Air quality;
Daylight, sunlight and overshadowing;
Solar glare;
Townscape and visual impact;
Noise and vibration;
Traffic and transport;
Wind microclimate; and
Ground conditions and contamination.

These issues are dealt with in detail further on in the report below.

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

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new homes and more homes are required to support economic growth and development. The proposal would develop a strategic site in one of the City's key regeneration areas and would help to transform a key entry point into the City.

Development Frameworks for First Street and Great Jackson Street aim to regenerate large parts of the southern edge of the City Centre. The proposal would be consistent with the Great Jackson Street SRF and could act as a catalyst for further development and regeneration.

The homes, amenities, the school, commercial and social facilities, public realm and park, would create a critical mass of activity and attract people to the area. It represents an opportunity to expand the active core of the city centre towards the south and is a significant component of the continued social and economic development of the city.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more housing. The scheme would provide homes in an area that has been identified as a suitable location for further residential development. This would be consistent with a number of the Greater Manchester Strategy's key growth priorities.

The proposal would complement the residential community in the area. The quality, mix and size of the apartments would appeal to several sectors of the market,

including owner occupiers and renters. The proposed school would serve the Great Jackson Street area and other communities.

The development would be in keeping with the objectives of the Great Jackson Street Development Framework, City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

The NPPF provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

In relation to brownfield sites, the NPPF sets out that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To provide an incentive to the bringing back into use of brownfield sites, Local Planning Authorities should:

- Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing and works to improve highway safety in the area. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement under Core Strategy Policy H8 that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions, including where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The applicant has provided a viability appraisal for the proposal, which has been assessed and demonstrates that the scheme is viable and is capable of being delivered. A high quality residential development in this key regeneration area, with units of various sizes, would assist in diversifying the housing market in the City Centre. It would deliver substantial regeneration benefits, developing an under-used

site which detracts from the vitality and viability of the area. The starting point for development should be to deliver a policy compliant provision of 20 per cent affordable housing, however, this is subject to viability. Where proposals do not include 20 per cent affordable housing they need to include a viability appraisal.

Given the land interest of the City Council, there is an overarching land deal between the applicant and the City Council to ensure that an affordable housing contribution is secured and made available. In addition, the developer is contracted with the City Council to deliver a school to shell and core as part of the proposals and would be delivering a new public park as part of the proposed development. As the contribution towards affordable housing is secured through the land deal between the applicant and the City Council and given the additional obligations of the school and park that the developer would deliver, it is considered that the proposal meets the requirements of policy H8 'Affordable Housing' and PA1 'Planning Obligations' in this instance.

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in Historic England's published Advice Note 4 Tall Buildings (10 December 2015), which represents an update to the CABE and English Heritage Guidance published in 2007.

Assessment of Context and Heritage Assessment

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered and the application is supported by a Heritage Statement and a Townscape and Visual Assessment of the proposal.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

As the main higher grade heritage assets, (including St Peters Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II*) and Central Library (grade II*), Manchester Central (grade II*) and Liverpool Road Station (grade I) are

some distance away, the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Deansgate Square at Owen Street.

The site is not within a conservation area, but it is near to Castlefield Conservation Area to the north/north-west. The following listed buildings are potentially affected by the proposal: the former Bridgewater Canal Company offices; Middle Warehouse on Chester Road; Merchants Warehouse; Artingstalls Auctioneers (former Congregational Chapel) on Bridgewater Viaduct; Rochdale Canal Lock 92 (Dukes Lock); Manchester South Junction and Altrincham Railway Viaduct; Deansgate Station; the School House on Jackson Crescent across the Mancunian Way, all Grade II; and St Georges Church (Grade II* listed), including its walls and gates (Grade II), across the Mancunian Way roundabout. There is one Scheduled Ancient Monument within a 250m radius of the site, which is the eastern wall fragment of the Roman fort.

The impact of the development on the settings of these heritage assets has been assessed within the Heritage Statement through the appraisal of eight different viewpoints.

The site is 150m away from the southern boundary of Castlefield Conservation Area and the Grade II listed Middle Warehouse. However, the topography of the area, nearby development under construction and the presence of Chester Road create a physical and psychological separation. The enclosed, set-down nature of Castlefield Basin assists with this separation and, as any tall developments on the site are likely to be seen as modern developments in the distance, the development should not significantly affect the appreciation or understanding of the Castlefield Basin and its historically multi-level character. However, the proposal would impede on the sense of enclosure and the horizontality of the 19th century buildings, although this sense of enclosure has already been changed by existing development. It is considered, therefore, that the proposal would have a minor adverse impact on the setting of the Grade II listed Middle Warehouse and the character or appearance of Castlefield Conservation Area when viewed from the centre of the canal basin, and a negligible adverse impact when viewed from further to the east across the basin.

The proposal would have an impact on the setting of the Grade II* listed St George's Church when looking eastwards from the junction of Arundel Street and Ellesmere Street, which, in isolation, could be considered to be a moderate adverse visual impact upon the Grade II* St George's Church. However, when the proposal is viewed in conjunction with nearby committed developments, including the adjacent Crown Street Phase 1, the harm would be minor adverse as the additional developments in the view create a more cohesive urban skyline. It is also considered that the church and its grounds are better appreciated from other parts of the City.

The proposal would have a negligible beneficial impact on the setting of the adjacent grade II listed former Bridgewater Canal Offices which has lost its visual relationship with Castlefield Conservation Area due to post-industrial developments, the modern road infrastructure and the areas surface parking. The podium has been designed to respond to the height and articulation of the canal offices, reinstating an

appropriately scaled streetscape in which the listed building would sit. The proposal would have a positive impact on the environment surrounding the listed building and should encourage its re-use and refurbishment and help to secure its future.

The proposal would not cause substantial harm to any heritage assets, as it would not have a physical impact and would not seriously affect any important elements of any of the assets' special architectural or historic interest. The Heritage Assessment has concluded that the proposal has the potential for two instances of minor adverse impact and one instance of negligible adverse impact, with four instances of a neutral impact and one instance of a negligible beneficial impact. It can be concluded, therefore, that, overall, the proposal would result in less than substantial harm. In line with paragraph 196 of the NPPF, it is considered that any harm would be outweighed through the economic, social and cultural, and environmental public benefits of the scheme, which would include:

- Redeveloping a site that has a negative impact on the area;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric at a key gateway to the city centre;
- Optimising the potential of the site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation required by businesses and residents and contributing to the creation of a new community as part of the Great Jackson Street Masterplan;
- Providing new high quality public spaces, including a public park to the City;
- Improving connectivity to Manchester's green and blue infrastructure, including Hulme Park and the River Medlock;
- Positively responding to the local character and historical development of the City Centre, whilst delivering a contemporary design that transforms the local context whilst retaining its significant components;
- Creating a safe and accessible public environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Providing job opportunities;
- Supporting mixed communities through the inclusion of a school and public park, which would also attract more families into the City Centre; and
- Providing sustained economic growth.

These public benefits would mitigate against any instances of harm and would sustain the heritage values of the heritage assets affected. On balance, therefore, it is considered that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme, thereby meeting the requirements set out in the NPPF.

The Townscape and Visual Impact Assessment has considered a range of views of the site across a wide area of the city. It concludes that, in most cases, the development would have a negligible or minor effect, which is not significant in EIA regulation terms. The impact increases to moderate but beneficial in closer views as the proposal would sit amongst a cluster of tall buildings and would fit in with the townscape character. The effects of the proposal would reduce as more tall buildings, in close proximity, such as Whitworth Street West or the De Trafford

scheme on Great Jackson Street are constructed. In a few cases they would obscure views of the proposal altogether.

The proposal would not have a significant adverse impact on any important views and would create a positive landmark. It would be a high quality architectural statement and enhance the skyline and have a positive effect on the townscape.

The site has archaeological interest relating to Manchester's Roman origins and former late 18th and 19th century workers' housing. Any archaeological interest would be fully investigated and recorded and this should be secured via a condition.

Architectural Quality

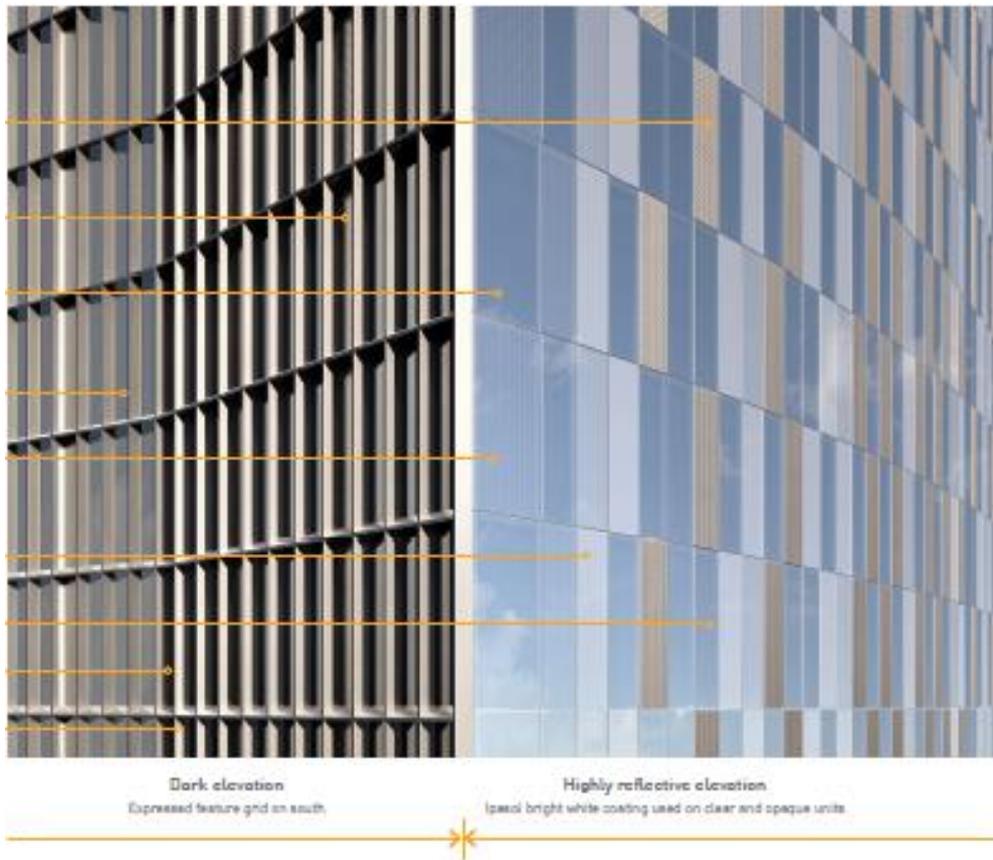
The key factors to evaluate are the buildings' scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy policy on tall buildings seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

These high quality buildings would reinforce this gateway entry point to the city centre and be consistent with the massing and scale of development set out in the Great Jackson Street Development Framework. They would positively contribute to the group of tall buildings on this side of the City Centre, including Crown Street Phase 1, the four towers at Deansgate Square, Beetham Tower and Axis.

The development would retain the majority of the original urban grain of the area and incorporate pedestrian routes from Chester Road and the Hulme Bridge. The podium would respond to the more domestic scale of the listed Bridgewater Canal Offices and the podium of Phase 1. The podium, set-backs and overhangs at the bottom of the buildings would give a subdivision that is characteristic of traditional Manchester buildings. The vertical proportions of the glazing would be in keeping with the fenestration of nearby listed buildings, such as the former Bridgewater Canal Offices and Middle Warehouse and the adjacent and nearby modern towers.

The proposed towers would have a lightweight appearance, whilst the solid light grey brickwork of the podium would respond to the more solid appearance of nearby historic buildings and the structures and buildings in Castlefield Conservation Area. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be required.

Given the above, it is considered that the proposal would result in high quality buildings that would be appropriate to their surroundings.



Tower C4 - Indicative facade arrangement



View south from the park - morning

Sustainable Design and Construction

An Environmental Standards and Energy Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The development would utilise an enhanced 'fabric-led' material specification, along with high quality design and construction standards to improve the energy efficiency of

the buildings. The proposal would thereby accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide to Development Supplementary Planning Document. The development would be designed and specified in accordance with the principles of the energy hierarchy in line with Policy EN4 of the Core Strategy and a condition should be attached requiring the school and the commercial elements of the scheme to achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, and it would achieve high levels of insulation in the building fabric and high specification energy efficiency measures. Given the above, it is considered therefore that the design and construction would be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The design has been subject to commercial review to ensure it remains commercially viable. The applicant has experience of delivering tall buildings, such as the Deansgate Square development, Crown Street Phase 1 and No1 Water Street. The viability of the scheme has been costed on the quality in the submitted drawings.

The design team have experience of delivering tall buildings such as the Beetham Tower, No1 Deansgate, Deansgate Square and Crown Street Phase 1 and have recognised the high profile nature of the site and the required design quality. A significant amount of time has been spent developing the proposals and the submitted scheme to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

The proposal includes a new public park and landscaping to the perimeter of the site. The apartments, commercial units and the school would bring activity to this area. They would enliven and provide natural surveillance to the public realm, and the pedestrian and cycle routes that link to the other areas. The proposal would provide permeability and connect to Deansgate, Hulme, Castlefield, and First Street through pedestrian and cycle linkages across the site. The proposal builds upon the principles of the Great Jackson Street SRF, which define the balance between public space and density as a guiding principle for new development.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme on nearby and adjoining residents. It includes issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Daylight, Sunlight and Overlooking

The nature of high density developments in City Centre locations means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The Great Jackson Street Development Framework envisages high density development and scale.

A Sunlight, Daylight and Overshadowing Assessment makes reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting. The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is often inevitable.

The following residential properties and amenity areas have been considered due to their sensitivity and proximity to the site:

- Castlegate apartments on Chester Road;
- Castle Quay apartments and commercial units
- City Gate apartments on Blantyre Street;
- Elizabeth Tower (Crown Street Phase 1 under construction); and
- Transition (the De Trafford scheme on Great Jackson Street that has planning permission but is not yet under construction).

Daylight

The assessment has used the following methods to assess the impact of daylight on the surrounding properties: Vertical Sky Component (VSC) and No Sky Line (NSL). In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The NSL method can be used where room layouts are known and is a measure of the distribution of daylight at the 'working plane' within a room. The 'working plane' means a horizontal 'desktop' plane 0.85m in height for residential properties. If a significant area of the working plane lies beyond the NSL (i.e. it receives no direct sky light), then the distribution of daylight in the room will be poor and supplementary electric lighting may be required. The assessment has assumed layouts for rooms in surrounding properties where it was not been possible to obtain the room layouts.

The results should be interpreted in relation to the site's City Centre location where high density development is encouraged. 2,235 windows to 1,015 rooms within the above buildings were assessed for daylight with the following impacts:

Castlegate - 133 windows to 94 rooms were assessed. For VSC, 118 (89%) would meet the BRE criteria and (11%) would experience an alteration of between 20 and 30%. For NSL, all 94 rooms would meet the BRE criteria. Overall, considering the city centre location and the characteristics of the surrounding architecture, the effect on daylight to this property is considered to be negligible.

Castle Quay - 152 windows to 78 rooms were assessed. For VSC, 135 (89%) windows would meet the BRE criteria. Of those that would not meet the criteria, 3 (2%) would be altered by between 20 and 30%, 5 (3%) an alteration of between 30 and 40%, and 9 (6%) an alterations in excess of 40%. For NSL, 69 (89%) of 78 rooms would meet the BRE criteria. 1 (1%) would experience an alteration between 20-30%, 3 (4%) an alteration between 30-40%, and 5 (6%) alterations in excess of 40%. Considering the urban context of the development, this is considered to be a high level of compliance. Overall, the effect to daylight on this property is considered to be minor adverse and not significant.

Citygate - 238 windows to 131 rooms were assessed for daylight. For VSC, 238 (100%) would meet the BRE criteria. For NSL, all of the 131 rooms assessed would meet the BRE criteria. The effect on daylight would be negligible.

Elizabeth Tower – 1,034 windows to 538 rooms were assessed for daylight. For VSC, 353 (34%) would meet the BRE criteria. Of those that would not meet the criteria, 76 would experience an alteration between 20-30%, 292 an alteration between 30-40%, and 313 windows alterations in excess of 40%. For NSL, 400 (74%) would meet the BRE criteria. 136 would experience an alteration of between 20 and 30% and 2 would experience an alteration between 30 and 40%. The property is currently under construction. Future residents should be aware of the proposal so a low sensitivity to change has been applied. Considering the City Centre location and the low sensitivity of the property, the effect on daylight is considered to be minor adverse and not significant.

Transition – 678 windows to 174 rooms were assessed for daylight. For VSC 610 (90%) would meet the BRE criteria. 59 of the affected windows would experience an alteration between 20-30%, 5 an alteration between 30-40%, and the remaining 4 an alteration in excess of 40%. For NSL, 165 (95%) of 174 rooms would meet the BRE criteria. The affected rooms would experience an alteration of between 20-30%. The building is not yet under construction and residents should be aware of the proposal so a low sensitivity to change was applied. Considering the City Centre location, the medium sensitivity of the property, and the minor impact, the effect on daylight is considered to be minor adverse and not significant.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

- (a) Whether sunlight is enjoyed for at least 25% of the annual probable sunlight hours (APSH) throughout the year; and
- (b) Whether 5% of the annual probable sunlight hours would be received during the winter months (21st September – 21st March).

The sunlight assessment relates to windows that currently receive some direct sunlight. The impacts on the buildings around the site can be summarised as follows:

Castlegate – 88 rooms were assessed. Eighty six (98%) would meet the BRE criteria for both Winter and Annual PSH. 2 would experience alterations in APSH of between 20 to 30%. Considering the City Centre location, and the medium sensitivity of the property, the effect on sunlight would be negligible in significance.

Castle Quay - All of the 78 rooms assessed would meet the BRE criteria for both Winter and APSH and the effect would be negligible.

Citygate – All of the 129 rooms assessed would meet the BRE criteria for both Winter and APSH and the effect would be negligible.

Elizabeth Tower - 195 rooms were assessed and 193 (99%) would meet the BRE criteria for both Winter and Annual PSH. One would experience an alteration between 30-40% and one alterations in excess of 40%. Overall, considering the City Centre location and the low sensitivity of the property, the effect to sunlight on this building is considered to be negligible.

Transition - 60 rooms were assessed and 50 (83%) would meet the criteria for both Winter and Annual PSH. 1 would experience an alteration in Annual PSH between 30-40% and 1 in excess of 40%. 9 rooms would experience an alteration in Winter PSH in excess of 40%. This is to be expected as lower winter sun tends to be blocked more easily in urban areas, where higher buildings are present. Considering the City Centre location, the impact is predominantly to the winter PSH and due to the low sensitivity of the property, the effect to sunlight would be negligible.

The results should be considered in the context of a site has been cleared for many years and buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation against which the impacts are measured do not represent the usual baseline situation that would be encountered within a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, the impact on daylight would be negligible to minor adverse and the impact on sunlight would be negligible adverse. Given the small scale of these effects, the City Centre location and the context of the site, no further mitigation is considered necessary and the impact of the proposal would be acceptable.

Solar Glare

The proposal would result in a range of adverse or negligible effects from solar glare, with the effects most significant in the winter months when the sun is low in the sky. Mitigation measures have been introduced into the design of the scheme, involving shading on the southern façade of the C4 tower and the distribution of perforated panels to break up potential reflections, and the study is based on the mitigated scheme. Twelve locations would not experience significant effects, whilst one at the Chorlton Road northbound junction with Royce Road and one at the south-eastbound junction on St George's roundabout, could experience significant effects. This assumes the worst case scenario, however, as the study assumes clear skies throughout the year. As winter weather in Manchester often involves cloud cover, in reality the actual occurrences of glare would be rare. They would also be momentary due to the dynamic nature of traffic flow and, at both junctions, drivers would have secondary traffic lights to rely on. The school and future, neighbouring developments could reduce or eliminate many of the impacts. In advance of the school being built, facade wraps could be put in place for four months of the year to reduce solar glare. For some of the locations considered, the sun would be directly visible if the development itself was not present. Solar reflections from the glazed facades of tall buildings are not unusual in many urban environments. Despite solar reflections, glazed facades on tall buildings are common in many cities around the world where clear skies are more frequent than those found in the United Kingdom, and the instances of solar glare found by the study should be viewed in this context. Given the above, it is considered that the proposed development would have an acceptable impact on solar glare and no further permanent mitigation measures are considered to be necessary.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The Great Jackson Street Framework seeks separation distances of circa 20m where higher density developments are located. The proposed towers would be approximately 32m apart. The closest residential properties to the site at Elizabeth Tower (Crown Street Phase 1) would be 33m at its closest point. This is an acceptable distance within the City Centre and the proposal would not have a detrimental impact in terms of overlooking on residential properties near the site.

(b) Wind

A wind microclimate study took into account the different scenarios that the phasing of the development could result in and the following mitigation measures:

- 86 trees are located within the grounds of the development. Their height/width varies, from 3m/3m, 3.5m/3m, 4.5m/3m to 6m/3m accordingly;
- On the terraces of towers C4 and C5, 16 trees of 3m height and 3m width;
- Three 1m wide, 3m tall screens (50% open) to the north of C3, staggered on the footpath;
- Two 1.5m wide, 3.2m tall screens (75% open) in the eastern part of the passage between C3 and C4; and
- One 6m wide, 2m tall screen (50% open) in the western part of the passage between C3 and C4.

The proposal would modify the local wind environment and create improvements and some minor localised wind acceleration at pedestrian level. Wind conditions in and around the site would generally be safe for the public and suitable for their intended and existing uses, or would remain unchanged or improved when compared to the baseline conditions. Given the above, whilst there would be some impact on the pedestrian environment in terms of safety and comfort, these would be acceptable.

(c) Air Quality

The site is within an Air Quality Management Area (AQMA) and an Air Quality Assessment has assessed the impact on air quality at construction and operational stages. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance.

At the operational stage of the development, the air quality assessment has shown that poor air quality could be experienced by the lower floors of the development but that this could be mitigated by the following:

- mechanical ventilation to all internal areas at ground and first floor levels for the proposed school;
- mechanical ventilation to all habitable and amenity areas throughout the ground to first floor levels of the towers;
- individual NO_x filtration units to each ventilation system across all ground and first floor levels of the towers;
- NO_x filtration units to ensure the supply of clean air within all homes from the ground to first floor levels across the proposal; and
- high specification air tightness on the windows and doors at all habitable and commercial units on the ground to first floors of the towers.

Whilst the car park could have an impact on air quality, the proposal incorporates measures to reduce air quality impacts to comply with Core Strategy Policy EN16. The following measures have been proposed to minimise the local impact of emissions from traffic:

- Up to 63 Electric Vehicle Charging Points;
- 855 Cycle Parking Spaces;
- Improvements to Cycling and Pedestrian access; and
- Travel Plan Implementation (including appointment of a travel plan coordinator).

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses, providing the above mitigation measures are employed, and a condition requiring this should be attached to any permission.

(d) Noise and Vibration

A Noise Impact Assessment has identified that the sources of noise that could impact upon the homes and school are road traffic on Chester Road and the Mancunian Way and noise associated with the commercial units, such as mechanical and electrical plant items. It recommends that upgraded glazing would be required for some bedrooms and living rooms. Mitigation and compliance with the

specified plant noise emission limits, should provide protection against development-generated noise for the closest homes. Mitigation measures such as upgraded glazing may be required in the school depending on the location of the classrooms within the building. These and further measures relating to the gym use and the commercial units should be controlled through a condition and through the reserved matters application for the school. Subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A baseline Television Reception Survey does not anticipate any significant impacts on telecommunications. It concludes that it is possible that there would be no impact on television signals because small/moderate losses may not result in noticeable interference in the surrounding area. If there are any impacts, they would most likely be in the shadow zone within one kilometre of the development. Television signals from satellite systems would not be adversely affected. A condition requiring a post-construction survey and any mitigation measures should ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network and, whilst it would introduce additional vehicle movements these would not have a significant adverse impact on highway safety.

Sufficient parking would be provided on site to meet future residents' needs and the site is close to alternative transport means.

Provision of a Well-Designed, Inclusive Environment

The design would include a wide mix of apartment sizes that could attract a range of occupants and help to foster a mixed community. Roof gardens and public realm would be provided above the podiums. High quality materials are proposed for the buildings and public realm and complementary colours would unify the different areas of the site and its surroundings. In addition, residential amenity facilities are proposed, which would help to foster a sense of community.

The high quality public realm, would provide amenity space and a through-route into Great Jackson Street from Chester Road and the Mancunian Way Footbridge. The active frontage overlooking the public park would be maximised to increase activity and vitality in the area and increase passive surveillance. Servicing and back of house facilities are located at the rear of the podium adjacent to the Mancunian Way, which would be screened in part by planting. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the Historic England guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a significant impact upon traffic and network capacity. The site is close to bus routes and bus stops, Deansgate Railway Station and Metrolink services at Deansgate-Castlefield. There are good pedestrian and cycle links around the site and the proposal itself would introduce further pedestrian and cycle linkages. The site is within walking distance of services and amenities within the City Centre.

In recent years, surface car parks within the City Centre have been developed for other economic uses, supporting Manchester's economic growth. The provision of car parking in strategic City Centre locations is required to support the continued economic growth of the city. The car park would be located on the edge of the City Centre and would be within a multi-storey basement. By accommodating spaces within a multi-storey underground basement it allows the site to be developed and deliver economic and public benefits in tandem with this provision. In turn, this would allow more centrally located sites to come forward for development.

A Framework Travel Plan (TP) sets out a package of practical measures aimed at reducing the transportation and traffic impact, including the provision of public transport, walking and cycling information and a car club scheme. The Plan would encourage individuals to choose alternative modes over single occupancy car use and where possible reduce the need to travel at all.

The proposed development is expected to have a technical impact on the Manchester M10 Radar located at Manchester Airport, which can be mitigated through the imposition of aviation conditions on any approval.

Waste and Recycling

There would be a residential bin store on the ground floor of each tower. An automated tri-separator at the bottom of the chute would separate each different form of waste. The three waste streams would be colour coded to assist management and compliance, and residents would have three corresponding colour coded waste bins within each apartment. Waste collection would be supervised by the on-site building management team with bins brought out immediately prior to collection and returned immediately after. Collections would be from the two loading bays close to the refuse stores on the service road behind the buildings. Each commercial unit would have its own self-contained refuse store, with access out to the building service bays. The bin stores would be naturally ventilated through the facade.

The bin provision would include:

Building C4 apartments: 22no. 1100L Eurobins for general waste; 11no. 1100L bins for pulpable paper/card; and 11no. 1100L bins for mixed recycling.

Building C5 apartments: 23no. 1100L Eurobins for general waste; 11no. 1100L bins for pulpable paper/card; and 11no. 1100L bins for mixed recycling.

It is proposed that food waste be bagged and brought to two purpose built bin stores at ground level.

Commercial waste per retail unit: 1no. bin for general refuse; 1no. bin for pulpable paper/card recycling; and 1no. bin for co-mingled recyclables.

A condition should ensure adequate waste storage and management. A condition would be required in relation to waste strategies for the commercial units.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and across the site. A minimum of five per cent of public parking spaces and 10 per cent of private parking spaces would be fully accessible. The proposal would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The apartments, commercial units, school and public park would bring additional vitality to the area. There would be windows overlooking all frontages which would enliven the street scene and help to provide natural surveillance of the public realm. A Crime Impact Statement carried out by Greater Manchester Police confirms support for the scheme and provides detailed measures that would be incorporated into the scheme. It is recommended a condition would require the development to achieve 'Secured by Design' accreditation. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposals include high quality public realm spaces with appropriate planting and green roofs to provide amenity space for residents. Trees would be planted around the perimeter of the site and in the new public park. The proposal would enhance linkages to the rest of the Great Jackson Street area, including the large public realm area and riverside walkway adjacent to the River Medlock at Deansgate Square. It is considered therefore that the proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The Ecological Survey and Assessment reasonably discounts the potential for any adverse effects on protected species, such as badgers, bats, water voles, great crested newts and reptiles. However, the proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats and conditions should be attached to any approval requiring such measures.

Contaminated Land and Impact on Water Resources

There is the possibility that some contamination may exist on the site. A Contaminated Land Risk Assessment recommends that a condition should ensure that adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The site lies within Flood Zone 1, which has a low probability of flooding from rivers or the sea, nor is it at risk of flooding from tidal or artificial sources (eg reservoirs and canals). A Drainage and Flood Risk Statement concludes that the use is appropriate and could be occupied safely subject to implementation of flood risk mitigation being carried out to mitigate against potential groundwater and surface water flooding. Conditions should therefore require the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Summary of Climate Change Mitigation

Ecosystems and biodiversity help to regulate the climate. The external amenity spaces, green roofs and external public and private realm would improve biodiversity and enhance wildlife habitats. Biodiversity would be enhanced by measures such as bat and bird boxes required via a planning condition.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy. A 'fabric-led' material specification and high quality design and construction standards would improve the energy efficiency of the buildings. To better reflect the true CO₂ performance of the scheme, the emissions performance has been calculated using the updated SAP 10.0 carbon emission factor of 233 grams of CO₂/kWh. This reflects increased electricity generation from renewables and the switch away from burning coal in power stations. The application of SAP10 is considered to be a more accurate approach to assessing the expected carbon performance of new developments. When applying these up to date carbon factors (for UK grid mix electricity), the building is seen to improve upon the Part L1A 2013 compliance

standard by 57.3%. As a consequence of the decarbonised status of the UK's electricity grid, the actual emissions are 45% lower than the out-of-date carbon factors used for building regulation compliance purposes. Therefore the full electric energy strategy meets the City Council's objectives in addressing the recently declared Climate Emergency.

All apartments would have Mechanical Ventilation with Heat Recovery systems to reduce the heat losses and energy demands. There would be air source heat pumps in the amenity areas, gymnasium and non-domestic zones. Low energy and LED lighting would be used to maximise operational efficiencies and lifespan of the fittings. Water consumption would be minimised and the internal water strategy would exceed the regulatory standard through the specification of efficient water fixtures. Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport. There would be 855 cycle spaces, up to 63 Electric Vehicle Charging Points, improvements to Cycling and Pedestrian access; and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall the proposal includes measures that can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan, the Climate Change and Low Emissions Implementation Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

COVID-19 Potential Impacts

The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of both Grade A floor space and residential accommodation. Therefore, it remains critical to ensure a strong pipeline of both residential and commercial development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term. Demand for the proposals set out within the framework will be robustly assessed as part of the planning process to ensure alignment with demand.

The Council is currently working with a range of partners to plan amenity provision for a growing population. This approach takes a holistic city-wide view of where demand is increasing most significantly. There are specific plans in train for new healthcare provision and a new primary education facility to be located within the Great Jackson Street SRF area to service city centre demand.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity.

Conclusion

It is considered that a mixed use development incorporating tall buildings and the proposed level of residential and commercial units would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The site is appropriate for tall buildings and the development would be well designed and of a high quality development at this important gateway site. It would fulfil an important role in providing residential accommodation within the City Centre.

Residential development would be consistent with a number of the GM Strategy's key growth priorities delivering housing to meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City

The development would not have a significant detrimental impact on the settings of nearby listed buildings or on the character and appearance of the nearby Castlefield Conservation Area. The development would have an acceptable impact on residential amenity and would regenerate a site that currently has a negative impact on the area, including improving the public realm and permeability within the area.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement and the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

It is considered that the Environmental Statement has given sufficient information to assess the environmental impacts of the development and that, with the mitigation measures proposed and those already designed into the development, those impacts would not be significant or would be balanced out by the public benefits that the scheme would bring.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations)

have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation APPROVE

Article 35 Declaration

In assessing the merits of an application for planning permission officers seek to work with the applicant in a positive and pro-active manner to seeking solutions to problems arising in relation to dealing with the application. Planning officers have worked with the applicant to overcome problems relating to highways, air quality, aviation safeguarding, solar glare, biodiversity and amenity.

Conditions to be attached to the decision

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:

Zone 1

10292-Z1-SHP-G000-PL-00-B5D801 P 01	Application Boundary Plan
10292-Z1-SHP-G000-PL-00-B5D802 P 02	Phasing Plan - Ground Level
10292-Z1-SHP-G000-PL-B1-B5D801 P 02	Phasing Plan - Basement Level 1
10292-Z1-SHP-G100-PL-00-B5D802 P 01	Zone 1 - Existing Site Plan
10292-Z1-SHP-G100-PL-00-B5D803 P 02	Zone 1 - Proposed Site Plan
10292-Z1-SHP-G100-PL-B1-B5D801 P 02	Zone 1 - GA Plan - Level B1
10292-Z1-SHP-G100-PL-B2-B5D801 P 02	Zone 1 - GA Plan - Level B2
10292-Z1-SHP-G100-PL-B3-B5D801 P 02	Zone 1 - GA Plan - Level B3
10292-Z1-SHP-G100-PL-00-B5D801 P 02	Zone 1 - GA Plan - Level 00
10292-Z1-SHP-G100-PL-01-B5D801 P 02	Zone 1 - GA Plan - Level 01
10292-Z1-SHP-G100-PL-02-B5D801 P 02	Zone 1 - GA Plan - Level 02

10292-Z1-SHP-G100-PL-03-B5D801 P 02 Zone 1 - GA Plan - Typical Plan 1
Levels 03-39

10292-Z1-SHP-G100-PL-40-B5D801 P 02 Zone 1 - GA Plan - Typical Plan 2
Levels 40-45

10292-Z1-SHP-G100-PL-46-B5D801 P 02 Zone 1 - GA Plan - Typical Plan 3
Levels 46-48

10292-Z1-SHP-G100-PL-49-B5D801 P 02 Zone 1 - GA Plan - Typical Plan 4
Penthouse Level

10292-Z1-SHP-G100-PL-RF-B5D801 P 02 Zone 1 - GA Plan - Roof

10292-Z1-SHP-G100-EL-XX-B5D801 P 02 Zone 1 - North Elevation

10292-Z1-SHP-G100-EL-XX-B5D802 P 02 Zone 1 - South Elevation

10292-Z1-SHP-G100-EL-XX-B5D803 P 03 Zone 1 - East Elevation

10292-Z1-SHP-G100-EL-XX-B5D804 P 03 Zone 1 - West Elevation

10292-Z1-SHP-G100-EL-XX-B5D805 P 02 Zone 1 - Contextual Elevation - South

10292-Z1-SHP-G100-EL-XX-B5D811 P 02 Zone 1 - North and South Elevation
Podium

10292-Z1-SHP-G100-EL-XX-B5D812 P 02 Zone 1 - East and West Elevation
Podium

10292-Z1-SHP-F800-PL-00-B5D801 Zone 1 - Servicing Drawing (Phase A)

10292-Z1-SHP-F800-PL-00-B5D802 Zone 1 - Servicing Drawing (Phase A + Phase
B)

10292-Z1-SHP-F800-PL-00-B5D802 Zone 1 - Secure Line Drawing

10292-Z1-SHP-F800-PL-00-B5D802 Zone 1 - Refuse Strategy

10292-Z1-SHP-G100-SE-XX-B5D801 P 02 Zone 1 - Section AA

10292-Z1-SHP-G100-SE-XX-B5D802 P 02 Zone 1 - Podium and Basement
Carpark Section BB & CC

10292-Z1-SHP-G251-DE-XX-B5D801 P 01 Zone 1 - Podium - Detailed bay study -
north elevation

10292-Z1-SHP-G251-DE-XX-B5D802 P 01 Zone 1 - Podium - Detailed bay study -
south elevation

10292-Z1-SHP-G251-DE-XX-B5D803 P 01 Zone 1 - Podium - Detailed bay study -
west elevation

10292-Z1-SHP-G251-DE-XX-B5D804 P 01 Zone 1 - Podium - Detailed bay study -
east elevation

10292-Z1-SHP-G200-DE-XX-B5D801 P 01 Zone 1 - Public Car Park Entrance
Building

10292-Z1-SHP-G200-DE-XX-B5D802 P 01 Zone 1 - Public Car Park Escape
Enclosure

10292-Z1-SHP-G200-DE-XX-B5D803 P 01 Zone 1 - Public Car Park Smoke
Extract Enclosure

Building C3

10292-C3-SHP-G100-PL-00-B5D801 P 02 Zone 1 - School Parameter Plan In
Context

10292-C3-SHP-G100-PL-00-B5D802 P 01 Zone 1 - School Parameter Plan

10292-C3-SHP-G100-SE-XX-B5D801 P 01 School Parameter Section

Building C4

10292-C4-SHP-G200-PL-00-B5D801 P 01 C4 - GA Plan - Level 00
10292-C4-SHP-G200-PL-01-B5D801 P 01 C4 - GA Plan - Level 01
10292-C4-SHP-G200-PL-02-B5D801 P 02 C4 - GA Plan - Level 02
10292-C4-SHP-G200-PL-03-B5D801 P 01 C4 - GA Plan - Typical Plan 1 Levels
03-05-07-09-11-13-15-17-19-21-23-25-27-29-31-33-35-37-39-41-43-45

10292-C4-SHP-G200-PL-04-B5D801 P 01 C4 - GA Plan - Typical Plan 2 Levels
04-06-08-10-12-14-16-18-20-22-24-26-28-30-32-34-36-38-40-42-44

10292-C4-SHP-G200-PL-46-B5D801 P 01 C4 - GA Plan - Typical Plan 3 Levels
46-48

10292-C4-SHP-G200-PL-47-B5D801 P 01 C4 - GA Plan - Level 47

10292-C4-SHP-G200-PL-49-B5D801 P 01 C4 - GA Plan - Level 49 (Duplex) -
Lower

10292-C4-SHP-G200-PL-50-B5D801 P 01 C4 - GA Plan - Level 50 (Duplex) -
Upper

10292-C4-SHP-G200-PL-51-B5D801 P 01 C4 - GA Plan - Level 51

10292-C4-SHP-G200-PL-RF-B5D801 P 01 C4 - GA Plan - Roof

10292-C4-SHP-G200-EL-XX-B5D801 P 03 C4 - East Elevation (C4 as sole
development condition)

10292-C4-SHP-G200-EL-XX-B5D802 P 01 C4 - East Podium Elevation (C4 as sole
development condition)

10292-C4-SHP-G251-DE-XX-B5D801 P 01 C4 - External Wall Detail - North
Elevation

10292-C4-SHP-G251-DE-XX-B5D802 P 01 C4 - External Wall Detail - South
Elevation

10292-C4-SHP-G251-DE-XX-B5D803 P 01 C4 - External Wall Detail - West
Elevation

10292-C4-SHP-G251-DE-XX-B5D804 P 01 C4 - External Wall Detail - East
Elevation (C4 as sole development condition)

Building C5

10292-C5-SHP-G200-PL-00-B5D801 P 01 C5 - GA Plan - Level 00

10292-C5-SHP-G200-PL-01-B5D801 P 01 C5 - GA Plan - Level 01

10292-C5-SHP-G200-PL-02-B5D801 P 01 C5 - GA Plan - Level 02

10292-C5-SHP-G200-PL-03-B5D801 P 01 C5 - GA Plan - Typical Plan 1 Levels
03-06-09-12-15-18-21-24-27-30-33-36-39

10292-C5-SHP-G200-PL-04-B5D801 P 01 C5 - GA Plan - Typical Plan 2 Levels
04-07-10-13-16-19-22-25-28-31-34-37

10292-C5-SHP-G200-PL-05-B5D801 P 01 1 C5 - GA Plan - Typical Plan 3 Levels
05-08-11-14-17-20-23-26-29-32-35-38

10292-C5-SHP-G200-PL-40-B5D801 P 01 C5 - GA Plan - Typical Plan 4 Levels
40-43-46

10292-C5-SHP-G200-PL-43-B5D801 P 01 C5 - GA Plan - Typical Plan 5 Levels
41-44-47

10292-C5-SHP-G200-PL-44-B5D801 P 01 C5 - GA Plan - Typical Plan 6 Levels
42-45-48

10292-C5-SHP-G200-PL-49-B5D801 P 01 C5 - GA Plan - Level 49 (Duplex) Lower

10292-C5-SHP-G200-PL-50-B5D801 P 01 C5 - GA Plan - Level 50 (Duplex) Upper

10292-C5-SHP-G200-PL-51-B5D801 P 01 C5 - GA Plan - Level 51
10292-C5-SHP-G200-PL-RF-B5D801 P 01 C5 - GA Plan - Roof
10292-C5-SHP-G200-EL-XX-B5D801 P 02 C5 - West Elevation
10292-C5-SHP-G251-DE-XX-B5D801 P 01 C5 - External Wall Detail - Typical
Elevation

Landscape

PR-TPM-G710-PL-GRD-3442 101 Rev P6 General Arrangement
PR-TPM-G710-PL-GRD-3442 102 Rev P6 Hardworks
PR-TPM-G710-PL-GRD-3442 201 Rev P5 Planting Plan
Z1-TPM-G710-PL-02-3442 103 Rev P1 C4 & C5 Residents' Garden
Z1-TPM-G710-PL-02-3442 202 Rev P01 C4 & C5 Residents' Garden Softworks

Design and Access Statement Ref: Z1-SHP-A180-RP-XX-B5D801 Revision P02 dated January 2020 by SimpsonHaugh and Partners;
Design and Access Statement - Inclusive Access Addendum Ref: Z1-SHP-A180-RP-XX-B5D803 Revision P01 dated July 2020 by SimpsonHaugh and Partners;
Planning and Tall Building Statement dated April 2020 by Deloitte Real Estate;
Written Scheme of Investigation for an Archaeological Evaluation at Crown Street (Phase 2) in the Castlefield Area of Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology;
Archaeological Desk-Based Assessment Report No. 2020/02 by Salford Archaeology dated January 2020;
Environmental Standards and Energy Statement dated April 2020 ref: 2019.194 by Element Sustainability;
Ecological Survey and Assessment ref: 2019-275 dated February 2020 by ERAP;
Arboricultural Impact Assessment with Tree Protection Measures by Godwins Arboricultural Limited received by the City Council as local planning authority on 3 April 2020;
Crime Impact Statement version B: 7 February 2020 URN: 2019/0676/CIS/01 by Greater Manchester Police;
Framework Travel Plan Ref: VN91388 dated February 2020 by Vectos;
Site Waste Management Strategy Ref: VN91388 dated February 2020 by Vectos;
Television Baseline Survey Report dated December 2019 by Pager Power;
Aviation Safety Assessment dated March 2020 by Pager Power;
Broadband Connectivity Assessment dated January 2020 by Pager Power;
Ventilation Strategy Statement Ref: 19_021-Z1-MEP-G520-RP-XX-001 Revision P04 dated 18 February 2020 by MEP Design;
Management Strategy dated 9 February 2020 by Zenith Property Management;
Landscape Design Statement Ref: PR-TPM-G710-RP-GRD-3442 501 Rev P5 dated December 2019 by TPM Landscape Architects;
Landscape Management Report Ref: PR-TPM-G710-RP-GRD-3442-502 January 2020 by TPM Landscape Architect;
Local Labour Agreement – Statement of Intent by Renaker Build Ltd received by the City Council as local planning authority on 3 April 2020;
Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP;
Geo-Environmental Assessment Report Ref: 70059549-11515(3) dated February 2020 by WSP;

Preliminary Risk Assessment Ref: 70059549-11451(2) dated February 2020 by WSP;
Gas Certificates received by the City Council as local planning authority on 8 July 2020;
Environmental Statement Volume 1, Crown Street Phase 2 dated April 2020, prepared by Deloitte Real Estate with reports from technical consultants including:
Air Quality by REC Limited;
Daylight, Sunlight and Overshadowing Assessment by GIA;
Solar Glare by GIA;
Townscape and Visual Impact Assessment by Chris Burnett Associates;
Noise and Vibration by REC Limited;
Traffic and Transport by Vectos;
Wind Microclimate by WSP;
Environmental Statement Volume 2 – Technical Appendices Crown Street Phase 2 dated April 2020;
Environmental Statement Non-Technical Summary Crown Street Phase 2 dated April 2020;
Email from Ed Britton to Lucy Harrison dated 16 July, including the marked up Tower C4 - West Elevation drawing reference number 10292-C4-SHP-G251-EI-XX-005 P01 received by the City Council as local planning authority on 16 July 2020;

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) The development shall be phased in accordance with drawing numbers 10292-Z1-SHP-G000-PL-00-B5D802 Revision P02 and 10292-Z1-SHP-G000-PL-B1-B5D801 Revision P02.

Reason - For the avoidance of doubt, pursuant to Policy DM1 of the Core Strategy, as the development is proposed to be carried out in a phased manner.

4) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 31 August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping

or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

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

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

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

6) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

7) a) Prior to the commencement of development within Phase A, 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 that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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 Phase shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase 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 Local Planning Authority.

b) When the development within Phase A 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 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 phase is occupied, then development shall cease and/or the development phase 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 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.

8) No development in Phase A shall take place unless and until archaeological site investigations have been carried out in accordance with the Written Scheme of Investigation for an Initial Phase of Archaeological Evaluation at Crown Street Phase 2, Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology (WSI). This allows for:

a. A phased programme and methodology of investigation and recording that includes:

- an evaluation through trial trenching;
- dependent on the evaluation trial trenching, a more detailed archaeological excavation (informed by the above and subject to a new WSI);

b. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds;
- production of a final report on the significance of the archaeological and historical interest represented;

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

d. Dissemination of the results of the archaeological investigations commensurate with their significance;

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

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

9) a) Prior to the commencement of development within Phase A, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted

for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases 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;
- and
- 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 six months of the first occupation of Phase A, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

10) Prior to the commencement of development within Phase A , a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Routing strategy and swept path analysis;

*Parking of construction vehicles and staff;

*Sheeting over of construction vehicles; and

*Full details, including timings, of the façade wrap to remove solar glare reflection that shall be attached to the affected area of the elevation of Building C4, as indicated in the marked up Tower C4 - West Elevation drawing reference number 10292-C4-SHP-G251-EI-XX-005 P01 received by the City Council as local planning authority on 16 July 2020.

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.

11) Prior to the commencement of development within Phase A, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

12) Prior to the commencement of development within Phase A, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

13) a. Prior to the commencement of development within Phase A, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

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

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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

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

14) Prior to the commencement of development within Phase A, surface water drainage works shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition, the following additional information shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- Details of surface water attenuation that offers a reduction in surface water runoff rate to 49.4 l/s;
- 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 climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- 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;
- Information to demonstrate that the designed system performs at all phases of a phased development and links together to form an effective system during each phase as well as on final completion;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

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

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

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

16) No development in Phase A shall be carried out above 50 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

17) No development within Phase A shall commence unless and until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The approved obstacle lighting scheme shall be fully implemented before first occupation of Phase A and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

18) Prior to the commencement of development within Phase A, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk Study Assessment and Baseline Reception Survey Report by Pager Power dated December 2019 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

19) a. Prior to the commencement of development within Phase A, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way and Chester Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. 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 LAeq

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units within Phase A are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units within Phase A are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

20) Prior to commencement of any of the non-residential uses within Phase A (including any gymnasium where this forms part of Phase A), the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

Upon completion of Phase A of the development a verification report to validate that the work undertaken throughout Phase A of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

21) Prior to first occupation of Phase A, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Upon completion of Phase A of the development a verification report to validate that the work undertaken throughout Phase A of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

22) Prior to first occupation of Phase A, an Air Quality Impact Assessment (AQIA) shall be submitted to and approved in writing by the Local Planning Authority. The AQIA shall include full details of all mitigation measures required for the development. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

23) The residential use within Phase A shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

24) The commercial uses within Phase A shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

25) Within Phase A, fumes, vapours and odours shall be extracted and discharged from the A3 premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

26) The commercial uses hereby approved within Phase A shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

27) Before first occupation of any of the commercial uses (Use Classes A1, A2, A3 or D1) within Phase A a shop front signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

28) No external areas within Phase A shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

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

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

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

29) Any A3 use within Phase A shall operate in accordance with an Operating Schedule that has been submitted to and approved in writing by the City Council as local planning authority before the use commences. The Operating Schedule shall

include a dispersal procedure for the premises (for the prevention of crime, disorder and public nuisance).

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

30) In the event that the external envelope of the school building forming Phase C of the development has not been completed prior to first occupation of Phase A, full details, including timings, of the façade wrap that shall be attached to the area of the elevation of Building C4 indicated in the marked up Tower C4 - West Elevation drawing reference number 10292-C4-SHP-G251-EI-XX-005 P01 received by the City Council as local planning authority on 16 July 2020 shall be submitted to and approved in writing by the City Council as local planning authority before first occupation of Building C4 (Phase A). The façade wrap shall be fully implemented in accordance with the approved details.

Reason – In the interests of highway safety, pursuant to Policy DM1 of the Core Strategy.

31) During the operational phase of Phase A, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

32) External lighting within Phase A shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

33) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police. No building within Phase A shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

34) No part of Phase A of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

35) No part of Phase A of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

36) Before first occupation of Phase A of the development, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

37) The commercial unit within Phase A shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the commercial unit within Phase B is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

38) Before first occupation of Phase A, a minimum of one Car Club space shall be provided at the expense of the applicant in a suitable location that has been agreed in writing by the City Council as local planning authority.

Reason - In the interests of providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

39) Before first occupation of Phase A of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

40) The development within Phase A shall not be occupied unless and until the recommendations in Section 9.4 of the Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

41) The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) set out in the approved drawings and documents hereby approved shall be put in place before the car park use within Phase A commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

42) Vehicular access to Phase A of the development for servicing, emergency and drop-off/pick-up vehicles shall take place in accordance with section 4.4 of the Design and Access Statement.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

43) The apartments (C3) hereby approved within Phase A shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels 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 1995, 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 pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

44) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase A, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

45) a) Prior to the commencement of development within Phase B, 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 that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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 Phase shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase 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 Local Planning Authority.

b) When the development within Phase B 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 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 phase is occupied, then development shall cease and/or the development phase 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 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.

46) No development in Phase B shall take place unless and until archaeological site investigations have been carried out in accordance with the Written Scheme of Investigation for an Initial Phase of Archaeological Evaluation at Crown Street Phase 2, Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology (WSI). This allows for:

a. A phased programme and methodology of investigation and recording that includes:

- an evaluation through trial trenching;
- dependent on the evaluation trial trenching, a more detailed archaeological excavation (informed by the above and subject to a new WSI);

b. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds;
- production of a final report on the significance of the archaeological and historical interest represented;

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

d. Dissemination of the results of the archaeological investigations commensurate with their significance;

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

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

47) a) Prior to the commencement of development within Phase B , details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases 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;
- and
- 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 six months of the first occupation of Phase B, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

48) Prior to the commencement of development within Phase B , a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority which for the avoidance of doubt shall include:

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

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.

49) Prior to the commencement of development within Phase B, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

50) Prior to the commencement of development within Phase B, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to

prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

51) a. Prior to the commencement of development within Phase B, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

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

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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

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

52) Prior to the commencement of development within Phase B, surface water drainage works shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent

replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition, the following additional information shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- Details of surface water attenuation that offers a reduction in surface water runoff rate to 49.4 l/s;
- 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 climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- 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;
- Information to demonstrate that the designed system performs at all phases of a phased development and links together to form an effective system during each phase as well as on final completion;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

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

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

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

54) No development in Phase B shall be carried out above 50 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

(1)'Radar Mitigation Scheme' or 'Scheme' means a detailed scheme agreed with the Operator which sets out the measures to be taken to avoid at all times the impact of the development on the M10 Primary and Secondary Surveillance radar and air traffic management operations of the Operator.

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

55) No development within Phase B shall commence unless and until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The approved obstacle lighting scheme shall be fully implemented before first occupation of Phase B and retained thereafter.

Reason - In the interests of aviation safety, pursuant to policy DM2 of the Core Strategy for the City of Manchester.

56) Prior to the commencement of development within Phase B, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk Study Assessment and Baseline Reception Survey Report by Pager Power dated December 2019 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the

development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (a) above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

57) a. Prior to the commencement of development within Phase B, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way and Chester Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. 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 LAeq (individual noise events shall not exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units within Phase B are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units within Phase B are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

58) Prior to commencement of any of the non-residential uses within Phase B (including any gymnasium where this forms part of Phase B), the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

Upon completion of Phase B of the development a verification report to validate that the work undertaken throughout Phase B of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

59) Prior to first occupation of Phase B, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Upon completion of Phase B of the development a verification report to validate that the work undertaken throughout Phase B of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

60) Prior to first occupation of Phase B, an Air Quality Impact Assessment (AQIA) shall be submitted to and approved in writing by the Local Planning Authority. The AQIA shall include full details of all mitigation measures required for the development. Any agreed mitigation measures shall be implemented in full before

first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

61) The residential use within Phase B shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

62) The commercial uses within Phase B shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

63) Within Phase B, fumes, vapours and odours shall be extracted and discharged from the A3 premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

64) The commercial uses hereby approved within Phase B shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

65) Before first occupation of any of the commercial uses (Use Classes A1, A2, A3 or D1) within Phase B a shop front signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

66 No external areas within Phase B shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

- f. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- g. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- h. Details of the proposed furniture, including any barriers;
- i. 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;
- j. days and hours of operation.

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

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

67) Any A3 use within Phase B shall operate in accordance with an Operating Schedule that has been submitted to and approved in writing by the City Council as local planning authority before the use commences. The Operating Schedule shall include a dispersal procedure for the premises (for the prevention of crime, disorder and public nuisance).

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

68) During the operational phase of Phase B, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

69) External lighting within Phase B shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

70) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police. No building within Phase B shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

71) No part of Phase B of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

72) No part of Phase B of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

73) Before first occupation of Phase B of the development, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

74) The commercial unit within Phase B shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the commercial unit within Phase B is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

75) Before first occupation of Phase B, a minimum of one Car Club space shall be provided at the expense of the applicant in a suitable location that has been agreed in writing by the City Council as local planning authority.

Reason - In the interests of providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

76) Before first occupation of Phase B of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

77) The development within Phase B shall not be occupied unless and until the recommendations in Section 9.4 of the Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

78) The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) set out in the drawings and documents hereby approved shall be put in place before the car park use within Phase B commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

79) Vehicular access to Phase B of the development for servicing, emergency and drop-off/pick-up vehicles shall take place in accordance with section 4.4 of the Design and Access Statement.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

80) The apartments (C3) hereby approved within Phase B shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels 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 1995, 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 pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

81) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase B, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

82) Applications for approval of reserved matters for development within Phase C as shown on drawing 10292-Z1-SHP-G000-PL-00-B5D802 P 02 must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

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

83) Approval of the details of the layout, scale, design and external appearance of the building, the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters or Phase C") shall be obtained from the City Council as local planning authority in writing before any Phase C development is commenced. The development shall be carried out in accordance with the approved details.

Reason - To ensure the satisfactory development of the site and because the application relating to Phase C is in outline only.

84) Any application for reserved matters for Phase C relating to scale and layout shall follow the principles and parameters set out in the approved plans, in particular the following drawings:

10292-C3-SHP-G100-PL-00-B5D801 P 01 Zone 1 - School Parameter Plan In Context;
10292-C3-SHP-G100-PL-00-B5D802 P 01 Zone 1 - School Parameter Plan; and
10292-C3-SHP-G100-SE-XX-B5D801 P 01 School Parameter Section.

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

85) a) Prior to the commencement of development within Phase C, 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 that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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 Phase shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase 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 Local Planning Authority.

b) When the development within Phase C 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 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 phase is occupied, then development shall cease and/or the development phase 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 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.

86) No development in Phase C shall take place unless and until archaeological site investigations have been carried out in accordance with the Written Scheme of Investigation for an Initial Phase of Archaeological Evaluation at Crown Street Phase 2, Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology (WSI). This allows for:

- a. A phased programme and methodology of investigation and recording that includes:
 - an evaluation through trial trenching;
 - dependent on the evaluation trial trenching, a more detailed archaeological excavation (informed by the above and subject to a new WSI);
- b. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds;
 - production of a final report on the significance of the archaeological and historical interest represented;
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance;
- e. Provision for archive deposition of the report and records of the site investigation;
- f. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

87) a) Prior to the commencement of development within Phase C , details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases 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;
- and
- 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 six months of the first occupation of Phase C, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

88) Prior to the commencement of development within Phase C , a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority which for the avoidance of doubt shall include:

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

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.

89) Prior to the commencement of development within Phase C, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as local planning authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

90) Prior to the commencement of development within Phase C, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to

prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

91) a. Prior to the commencement of development within Phase C, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

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

b. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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

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

91) Prior to the commencement of development within Phase C, surface water drainage works shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent

replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition, the following additional information shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- Consideration of green SuDS solutions;
- Details of surface water attenuation that offers a reduction in surface water runoff rate to 49.4 l/s;
- 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 climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- 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;
- Information to demonstrate that the designed system performs at all phases of a
a
phased development and links together to form an effective system during each phase as well as on final completion;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

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

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;
- c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or

any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

93) a. Prior to the commencement of development within Phase C, a scheme for acoustically insulating the proposed school building against noise from the Mancunian Way and Chester Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be completed before the school is first brought into use.

Noise survey data must include measurements taken during a rush-hour period to determine the appropriate sound insulation measures necessary.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before the school is first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before the school is first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

94) Prior to first occupation of Phase C, the school building shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Upon completion of Phase C of the development a verification report to validate that the work undertaken throughout Phase C of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

95) Prior to first occupation of Phase C, the school building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Upon completion of Phase C of the development a verification report to validate that the work undertaken throughout Phase A of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

96) Prior to first occupation of Phase C, an Air Quality Impact Assessment (AQIA) shall be submitted to and approved in writing by the Local Planning Authority. The AQIA shall include full details of all mitigation measures required for the development. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

97) The school use within Phase C shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

98) Within Phase C, fumes, vapours and odours shall be extracted and discharged from the school premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

99) Use of the school shall not commence unless and until the opening hours of the internal and external areas of the building have been agreed in writing by the City Council as local planning authority. The school use thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

100) Before first occupation of the school within Phase C a signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

101) During the operational phase of Phase C, no loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy.

102) External lighting within Phase C shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

103) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police. No building within Phase C shall be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

104) No part of Phase C of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

105) No part of Phase C of the development shall be occupied unless and until public car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

106) Before first occupation of Phase C of the development, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

107) The school building within Phase C shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before the commercial unit within Phase C is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

108) Before first occupation of Phase C of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its

implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

109) The development within Phase C shall not be occupied unless and until the recommendations in Section 9.4 of the Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

110) Vehicular access to Phase C of the development for servicing and emergency vehicles shall take place in accordance with section 4.4 of the Design and Access Statement.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

111) Use of the school hereby approved within Phase C shall not commence unless and until a strategy for the dropping off and picking up of pupils has been submitted to and agreed in writing by the City Council as local planning authority. The strategy shall include full details of any off-site highways works (including any traffic regulation orders or other traffic measures) required in accordance with the principles set out in the approved Design and Access Statement. The approved strategy shall be implemented in full prior to the use of the school first commencing.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

112) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase C, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

113) a) Prior to the commencement of development within Phase D, 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 that phase shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the 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 Phase shall not commence until a scheme for the investigation and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site phase identified in the Site Investigation Proposal shall be carried out, before the Phase 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 Local Planning Authority.

b) When the development within Phase D 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 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 phase is occupied, then development shall cease and/or the development phase 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 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.

114) No development in Phase D shall take place unless and until archaeological site investigations have been carried out in accordance with the Written Scheme of Investigation for an Initial Phase of Archaeological Evaluation at Crown Street Phase 2, Manchester, Version 3.0 dated 15 January 2020 by Salford Archaeology (WSI). This allows for:

a. A phased programme and methodology of investigation and recording that includes:

- an evaluation through trial trenching;
- dependent on the evaluation trial trenching, a more detailed archaeological excavation (informed by the above and subject to a new WSI);

b. A programme for post investigation assessment to include:

- analysis of the site investigation records and finds;
- production of a final report on the significance of the archaeological and historical interest represented;

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

d. Dissemination of the results of the archaeological investigations commensurate with their significance;

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

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

115) a) Prior to the commencement of development within Phase D , details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases 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; and
- 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 six months of the first occupation of Phase D, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

116) Prior to the commencement of development within Phase D, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Routing strategy and swept path analysis;

*Parking of construction vehicles and staff; and

*Sheeting over of construction vehicles.

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.

117) Prior to the commencement of development within Phase D, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

118) Prior to the commencement of development within Phase D, a programme for the issue of samples and specifications of all material to be used on all external elevations of the building within that phase shall be submitted to and approved in writing by the City Council as local planning authority. Samples and specifications of all materials to be used on all external elevations of the building within that phase, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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.

119) Prior to the commencement of development within Phase D, surface water drainage works shall be implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to discharge the above drainage condition, the following additional information shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- Details of surface water attenuation that offers a reduction in surface water runoff rate to 49.4 l/s;

- 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 climate change in any part of a building. Hydraulic calculation of the proposed drainage system;
- 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;
- Information to demonstrate that the designed system performs at all phases of a phased development and links together to form an effective system during each phase as well as on final completion;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and local policies EN08 and EN14 of the Core Strategy.

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

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

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

111) Prior to first use of the car park within Phase D, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local

planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Upon completion of Phase D of the development a verification report to validate that the work undertaken throughout Phase D of the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

112) Prior to first use of the car park in Phase D, an Air Quality Impact Assessment (AQIA) shall be submitted to and approved in writing by the Local Planning Authority. The AQIA shall include full details of all mitigation measures required for the development. Any agreed mitigation measures shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

113) Use of the public car park hereby approved within Phase D shall not be occupied unless and until the opening hours of the car park have been agreed in writing by the City Council as local planning authority. The car park thereafter shall not open outside the approved hours.

Reason - In the interests of residential amenity in accordance with saved policy DC 26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

114) Before first use of the public car park within Phase D a shop front signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

115) External lighting within Phase D shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen 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.

116) The development hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police. The car park within Phase D shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

117) No part of Phase D of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

118) No part of Phase D of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

119) Before first occupation of Phase D of the development, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

120) The car park within Phase D shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and

approved in writing by the City Council as local planning authority before the car park within Phase D is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

121) The development within Phase D shall not be occupied unless and until the recommendations in Section 9.4 of the Flood Risk Assessment and Drainage Strategy Report Ref: 70064036-FRA-001 by WSP have been fully implemented.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

122) The electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) set out in the drawings and documents hereby approved shall be put in place before the car park use within Phase D commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

123) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase D, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

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: 126668/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Parks & Events
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Renegeration
Greater Manchester Police**

Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Transport For Greater Manchester
United Utilities Water PLC
Civil Aviation Authority
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Castlefield Forum
Planning Casework Unit
Sport England

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Greater Manchester Archaeological Advisory Service
Transport For Greater Manchester
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Greater Manchester Ecology Unit
Sport England

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : l.harrison1@manchester.gov.uk

