

Application Number	Date of Appln	Committee Date	Ward
126944/FO/2020	19th May 2020	24th Sep 2020	Cheetham Ward

Proposal Erection of a residential-led mixed use development comprising 3 no. towers (37, 26 and 18 storeys) and podium levels (6 storey) to form 634 residential apartments and townhouse accommodation (Use Class C3) together with commercial accommodation (1222 sqm) (Use Classes A1,A2,A3,A4,B1, D1 and D2)); with associated residential amenity areas, refuse storage, plant (including substation), car parking, cycle storage, landscaping and new public realm including the re-instatement of Bromley Street and other associated works

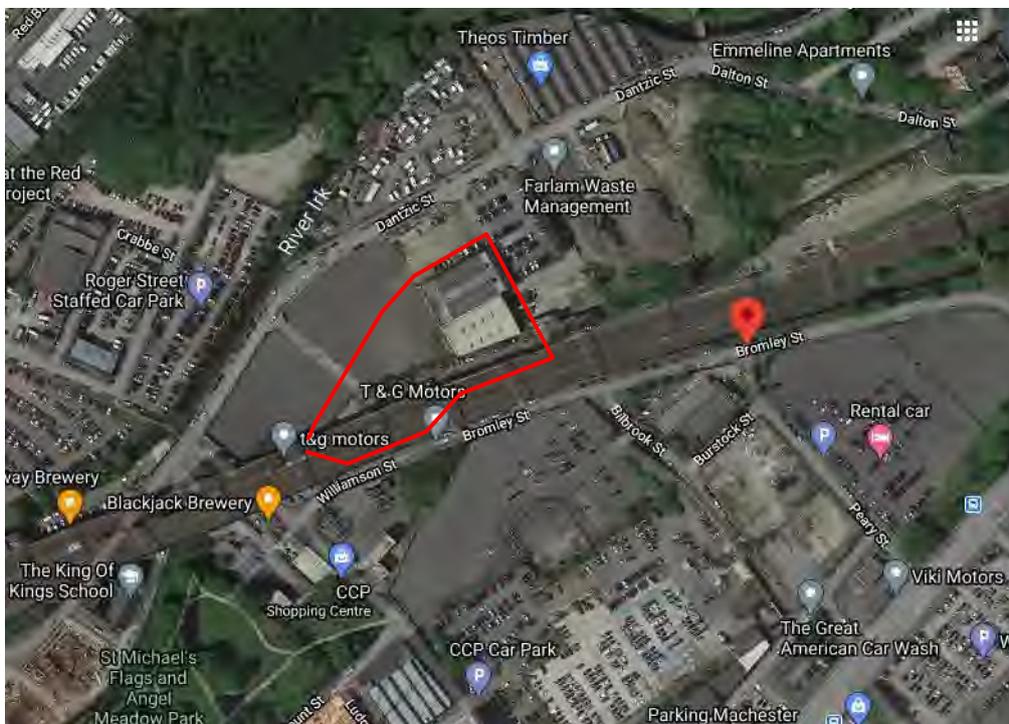
Location Land Bound By Dantzie Street, Gould Street, Williamson Street And Bromley Street , (Known As Victoria Riverside), Manchester

Applicant Far East Consortium International Ltd, C/o Agent

Agent Mr Paul Nellist, Avison Young, Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Description

This 0.97 hectares vacant site is bounded by Dantzie Street, Gould Street, a railway viaduct and a warehouse unit. It is bisected by Bromley Street which lies in a northwest-southeast orientation. Bromley Street is closed.



Application site

The site comprises hardstanding and is secured by a hoarding after all previous buildings and uses were cleared. The topography of the site is relatively flat with a fall in levels from east to west across the site of approximately 3 metres.

The surrounding area is dominated by the railway bridge and arches which are occupied by car garages and microbreweries. A traveller's site is on the opposite side of Dantzic Street.

The site is part of the 'Northern Gateway Strategic Regeneration Framework' area which will be transformed over the next decade through the delivery of new homes, place making and infrastructure to support the City's population growth.

A first phase of development is taking place around Angel Meadow delivering 756 homes (124120/JO/2019). Planning permission also exists for the development of the site to the east, known as North View, for 415 new homes (114860/FO/2016).

The area is highly sustainable. The Northern Quarter, Ancoats and NOMA are a short distance from the site and provide access to a wide range of retail, amenities and services along with a vibrant evening economy. Victoria Station is nearby and provides access to trains, trams and bus services.

Proposal

The proposal comprises 3 residential tower buildings of 37, 18 and 26 storeys above two 6 storey podiums on Dantzic Street to form 634 homes. 611 would be apartments with 13 townhouses and 10 maisonettes. 35% would be one bedroom, 55% two bedroom and 10% 3 bedroom offering a range of choice and accommodation would be attractive to families as well as smaller households.

The tower A, at 37 storeys, is at the junction of Gould Street and Dantzic Street followed by the tower B at 18 storey tower and the tower C at 26 storey tower. The distances between the towers has been maximised for privacy and to maximise views. A lower level block, 6 storey block on Dantzic Street and Bromley Street would include townhouses, maisonettes and commercial uses creating front doors onto the street.

Shared indoor and outdoor amenity spaces would be created on two podiums with private and semi-private amenity space and balconies. Podium A is the south of Bromley Street adjacent to Tower A. Podium B is located to the east of Bromley Street between towers B and C.



Layout showing towers A, B and C and podiums A and B together with the relationship with the proposed North View development

A public square would be created at the junction of Dantzig Street and Gould Street. Public realm improvements would also be undertaken along Dantzig Street with new paving, street trees and planting.

Grey brick work would be used at the lower levels with a two storey grid framing the curtain wall to Dantzig Street. Stack-bonded soldier course brickwork provides an interface with the tower above.

At the base of tower A exposed concrete feature columns would visually support the tower and create a dramatic three storey cut back that opens up views and pedestrian routes to the River Irk.

Bromley Street would be a pedestrian priority street with public realm and landscaping. The facades of the building comprise a mixture of projecting and Juliet balconies and balconies to the podium areas.

The upper levels of the building would be formed from anodised metal cladding and perforated spandrel panels. Picture windows would be formed within the facades, with metal frame windows and secondary infill panels coloured to complement the main façade and give each tower its own identity.



View of the proposed development looking towards the city centre

The main vehicular entrance would be via Dantzig Street which leads to a 43 space car park under podium B (including 4 bays for disabled people). The 8 townhouses on Bromley Street would have dedicated parking space in the building. Pedestrian entrances for towers A and C would be from Gould Street and Dantzig Street. Tower B entrance would be south of Bromley Street.

There would be 634 space cycle spaces (100% provision) with tower A having 293 spaces, tower B 134 and tower C 214. There would also be an additional 20 spaces within podium A.

The planning submission

This planning application has been supported by the following information:

- Design and access statement;
- Consultation Statement;
- Crime Impact Statement;
- Site investigation report (phase 1 and 2);
- Environmental Standards Statement;
- Ventilation Strategy;
- Ecological Appraisal;
- TV survey.

Planning History

Various planning permissions have been granted at the application site as follows:

- 073851/OO/2004/N1: erection of a 12-storey mixed development, comprising 178 one and two bedroom residential apartments, with commercial space at ground floor, and 169 car parking spaces **Approved October 2005**
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- 082674/MO/2007/N1: Reserved Matters Application for appearance and landscaping for a maximum 12 storey mixed-use development comprising 178 no. one and two bedroom apartments, with commercial space at ground and upper 174 car parking spaces at ground and upper ground levels **Approved December 2008**
- 103382/FO/2013/N1: Erection of a mixed use development comprising of two buildings, each a maximum of fourteen storeys, comprising a total of 344 residential apartments (Class C3), 810 sq m of commercial accommodation (Class A1 Retail, Class A2 Financial and Professional Services, Class A3 Restaurant /Cafe, Class B1a (offices) and Class D1 non-residential accommodation or use as a Launderette (Sui Generis use)) with associated servicing, car parking, private residential courtyards and landscaping, and access from Bromley Street **Approved December 2013**

Consultations

Local residents/public opinion

The proposal has been advertised as a major development and of being of public interest together with affecting the setting of a conservation area and listed buildings. A site notice was displayed at the site and local residents and businesses were notified.

One letter of support was received and the comments can be summarised as follows:

- Please press ahead with this development without delay. The tower blocks would impact on views into the City, but it is a price worth paying if the 400 metres into the City Centre along Dantzic Street is tidied up. Dantzic Street is currently in a poorer condition than a war zone or the dark side of the moon.

Highway Services no objection subject to the provision of a robust travel plan, appropriate cycle storage and agreement of various off site highways works. A construction management plan should be agreed.

Transport for Greater Manchester (Metrolink) no objection

Network Rail matters relating to work in close proximity to a train line need to be agreed together with ensuring that the buildings are appropriately insulated from rail noise and minimise solar glare to train drivers.

Environmental Health further details are required in respect of the acoustic insulation of the apartments together with details of any plant. Further details are required in respect of ground conditions remediation. The waste management arrangements are acceptable in principle subject to collection timetable.

Flood Risk Management Team the drainage strategy should be agreed which maximise blue and green infrastructure. A verification report shall be submitted on completion of the works.

Greater Manchester Ecology Unit there are no ecology constraints at the site. Biodiversity improvements should be made within the landscaping scheme. Vegetation clearance should avoid bird nesting season and invasive species should not be cleared from the site until a methodology is agreed.

Greater Manchester Archaeology Unit there are outstanding archaeological requirements at the site associated with the previous site investigations. A final area excavation report should be produced, submitted for approval.

Design for Security at Greater Manchester Police the Crime Impact Statement submitted with the application should be implemented.

Environment Agency no objections. The proposal would not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere provided it is carried out in accordance with the flood risk assessment. The design has adopted a sequential approach i.e. residential habitable rooms have been set above design flood levels with the commercial/retail elements in the higher risk parts of the site to include flood resistance/resilience measures.

The previous use of the site as a Rubber works presents a 'Medium Risk' of contamination that could be mobilised during construction. Controlled waters are particularly sensitive in this area since the site is located upon a principal aquifer and is adjacent to the River Irk a potential receptor. Ground conditions works, including risk to groundwater, and piling methods shall be agreed.

Aerodrome Safeguarding there are no safeguarding objections to the proposal subject to a tall crane permit.

NATS safeguarding no objection.

Historic England no comment

Natural England no objection on the basis the proposal would not have significant adverse impacts on statutorily protected nature conservation sites and landscapes.

Friends of Angel Meadows no comments at the time writing this report.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

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 as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a strategic site regeneration area. The proposal would deliver high quality homes within a highly sustainable location.

SO2. Economy – High quality homes in this sustainable location would support the economic growth of the city. The development would support local employment during the construction phases.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. The development is supported by a travel plan and 100% cycle provision. Street trees and planting would form part of the landscaping proposals.

Policy SP1 'Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Dantzic Street within this strategic regeneration area. The building would provide a high quality addition to the street scene and complement existing and recent developments in the area.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– - The proposal would provide residential accommodation close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality buildings and fills a gap site on a strategic route.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of the Northern Gateway and Lower Irk Valley. It would be fully accessible with secure parking space for disabled people. On site car parking would be provided with a proportion of those being adapted for electric car charging.

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

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

Policy H1 ‘Overall Housing Provision’ – The proposal is a high density development on a previously developed site in a highly sustainable location. A range of accommodation would be provided and the larger apartments and townhouses would be particularly attractive to families. High quality amenity spaces would be provided on the podiums with adequate cycle and waste management arrangements which would support on site recycling objectives.

Policy H2 ‘Strategic Housing Location’ – The proposal would see a strategic site redeveloped in the Northern Gateway. It would add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with other sustainable features such as photovoltaics and sustainable drainage principles.

Policy H3 ‘North Manchester’ – The proposal would provide high density accommodation with 65% being two and three bedroom accommodation which would be available to families.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

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

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ –The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed along with electric car charging point. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 ‘Strategic areas for low and zero carbon decentralised energy infrastructure’ - The building would be energy efficient and travel planning would promote sustainable travel patterns.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would seek to reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site to ensure sustainable energy is used.

Policy EN9 ‘Green Infrastructure’ – The development would provide street tree planting and landscaping. Green infrastructure to the podium and areas of public realm would improve biodiversity.

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the planting proposed would represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of activities during construction and measures to minimise the impact on air quality during the sites operation through the travel plan, cycle provision and use of electric car charging points.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff.

Policy EN18, 'Contaminated Land' – The ground conditions at the site are not complex and can be adequately dealt with.

EN19 'Waste' – Recycling principles are incorporated in the waste management strategy.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building.

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

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

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

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development.

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

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

Saved policy E3.3- The proposal will provide a high quality building along Dantzic Street and would enhance the appearance of this main radial route.

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

Other material policy considerations

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

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

Manchester Residential Quality Guidance (2016)

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

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

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

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

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

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the wider New Cross area.

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

It is therefore clear that from this document that the expansion of the City Centre boundary to include areas such as Northern Gateway is vital in terms of delivering the City's growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that the Northern Gateway can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas such as NOMA, New Cross and the Irk Valley within the City Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

Manchester Strategy (January 2016)

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

Manchester Northern Gateway Strategic Regeneration Framework (2019)

The Northern Gateway SRF was endorsed by MCC at the City Council's Executive on 13 February 2019 and is a material consideration in the determination of this planning application.

The SRF proposes seven interconnected neighbourhoods which comprise: Collyhurst; New Cross; New Town; Red Bank; South Collyhurst; Vauxhall Gardens; and, Eggington Street and Smedley Dip.

The regeneration of the Northern Gateway will need to effectively integrate these neighbourhoods, providing critical connections and achieving high-quality place making, to ensure comprehensive regeneration in the north and east of the city. The SRF sets out a vision to deliver approximately 15,000 homes supported by social and physical infrastructure including a new City River Park which will connect Queens Park and Angel Meadow.

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

The SRF outlines that there would be an opportunity for a tall landmark building to the west together with an opportunity for greater linkages through the viaduct and a green link to the west of the site between Gould Street and Roger Street. The SRF goes on to state that the location of landmark buildings should reinforce key gateways such as the junction of Gould Street and Dantzig Street. Where pedestrian and cyclist viaduct passages are envisaged, landmark buildings should also be explored to help define the sense of arrival on each side of the viaduct.

Public realm and place-making potential that needs to be addressed including providing amenity open space, green links, activating the railway arches and enhancing the public realm around heritage assets including Marble Arch Square and Union Square.

Lower Irk Valley – Neighbourhood Development Framework (January 2016)

The development framework, which has now been superseded by the Northern Gateway SRF, sought to guide future development in the area as part of establishing

new developments and supporting public realm, highways and other infrastructure as part of a residential led neighbourhood.

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

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

This document was prepared to guide the future regeneration and development of north Manchester. Within this document, the application site is located between the City Centre fringe and the inner core.

For developments within the City fringe area, the SRF states that developments should contribute to the growth of the City and be high density, accommodating a mix of uses.

The priority for North Manchester is to support to the growth of the City Centre by ensuring a coordinated approach and making the most of land available for high density developments. Furthermore, the document states that there should be a mix of uses with offices, residential located alongside leisure and retail uses.

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

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *'Delivering a sufficient supply of new homes'* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'* (paragraph 59).

Para 64 states that at least 10% of housing is for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 '*Promoting Healthy and Safe Communities*' states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

Section 9 '*Promoting Sustainable Transport*' states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

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

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

In determining applications, local planning authorities should take account of:

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

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

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

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

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Environmental Impact Assessment

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

- Townscape and visual;
- Heritage;
- Drainage and flood risk;
- Transport and access;
- Air quality;
- Noise and Vibration;
- Daylight, sunlight and overshadowing;
- Wind microclimate;
- Socio-economics;
- Human health; and
- Climate Change.

The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 4.46 hectares and exceeds the threshold of 1 hectares of development which is not a dwellinghouse. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park.

The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects.

In accordance with the EIA Regulations, this ES sets out the following information:

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

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

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement it.

Manchester is the fastest growing city in the UK, having increased its population by 19% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required per each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population would be critical to maintaining continued growth and success.

The Northern Gateway SRF has been identified for high density housing and this development would deliver a variety of housing types and be attractive to families. The proposal would be one of the first key proposals in this area and would build on what has commenced around Angel Meadows.

The transformation of this vacant, previously developed brownfield site would provide new homes in a highly sustainable, well-connected location with new linkages and enhanced public realm. The new homes and commercial activities would bring significant new footfall and activity and complement NOMA and other nearby residential neighbourhoods.

634 homes would be provided in one, two and three-bed apartments and townhouses and would be suitable for and attractive to families. The sizes would be consistent with the City's space standards with all of the one bedroom apartments in particular being suitable for 2 people.

The proposal would also provide onsite affordable housing equating to 5% of the new homes. These would be managed by a Registered Provider on behalf of the applicant. The tenure of these new homes is yet to be determined.

Tower A at 37 storeys, would form a landmark building at the junction of Dantzic Street and Gould Street and would include Gateway Square. Active ground floor uses and public realm would animate and enhance Dantzic Street. Bromley Street would be reinstated, having been temporarily stopped up for many years, and activated with townhouses and public realm. This would also provide an enhanced link with the viaduct and through to New Cross.

The railway arches do not form part of this application but the proposal does seek to introduce public realm which would allow for enhanced footfall and use of this area in the future.

The development would form an important catalyst in the regeneration of the Northern Gateway and the Lower Irk Valley connecting residential areas such as Collyhurst, and underutilised parts of the Lower Irk Valley, to the City Centre. This would help realise the visions set out in the various development frameworks for the area as underpinned by policy SP1 of the Core Strategy.

The development would also deliver significant economic and social benefits including the creation of approximately 254 construction jobs for the 3 year construction period and 298 indirect jobs through supply chains. The GVA associated with these jobs would be £24.7 million per year. There would also be employment associated with the operations of the development and 35 jobs would be created in the commercial units. The GVA associated with these jobs would be £1.25 million per year. A local labour agreement should be a condition of any planning approval in order that detailed discussions can take place with the applicant in regard in order to fully realise the benefits of the proposal.

The new households are predicted to spend £18.8 million per year. On the assumption that 60% of this household spend is with Manchester, this is a direct benefit of £11.3 million to the local economy. 634 new homes would create additional Council Tax revenue of £1.03 million per annum.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

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

The application proposes 634 homes predominately for open market sale. The delivery of homes and the regeneration of the Northern Gateway area is a key priority for the Council. The proposal would develop a brownfield site, that currently makes little contribution to the area, and create active street frontages and new public realm. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

A viability report, which has been made publicly available through the Council's public access system, has been submitted for consideration. This has been independently assessed on behalf of the Council. This has concluded that 5% of the new homes at the development would be affordable.

A benchmark land value of £4.6 million is within the expected range based on comparable evidence. The Gross Development Value would be £184,871,456 which would give a profit of 16.9% on cost, 14.4% on GDV.

On this basis, the scheme could not support a contribution greater than 5%. This would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement together with an agreement on the tenure of the new homes. The viability would also be subject to review at an agreed date in the future to determine any future uplift in market conditions which may increase the level on affordable housing.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon building in a highly sustainable location with excellent access to public transport.

Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

There would be 8% on site car parking which would limit vehicle emissions ensuring the building does not contribute to local air quality conditions.

A travel plan would encourage residents to take advantage of the excellent public transport and ensure vehicle trips are low. A secure cycle store would provide 100% provision.

The building fabric would be highly efficient and incorporate energy saving measures such as LED lighting and highly efficient heating and cooling systems. This would enable the development to achieve a 13% to 16% improvement on Part L (2013). Whilst formal changes to Building Regulations has not been published, it the most up-to-date format for calculating grid carbon efficiency is factored in and the development achieves ongoing carbon reductions delivered by grid-scale infrastructure, it could achieve a 25% to 28% improvement on Part L (2013).

This reduction is in line with the requirements of policy EN6 which seeks to achieve a 15% reduction in CO₂ on Part L (2010) Building Regulations. The change in Building Regulations requirements between 2010 and 2013 together with the minimum reduction of 13% reduction in CO₂ of the proposed building over the 2013 regulations, means the building is compliant and achieves the 22% reduction in overall CO₂. A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

New green infrastructure includes landscaping to the podiums and trees, including street trees.

Townscape Assessment

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

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

Key viewpoints have been identified and 16 were assessed. The Assessment provides a comparison of the impact of the scheme against the current situation, including the setting of listed buildings and conservation areas.

Consideration has also been given to the impact of the construction works on the views, however, the impacts are considered to be negligible overall given the construction phase is temporary and for the duration of the build period.

View 1 is from Queens Road Bridge and the entrance to the Queens Road Tram Stop and provides long-range view towards Manchester's city skyline. The view is characterised by contemporary buildings which dominant the skyline. Construction cranes highlight the developing nature of the City Centre when viewed across the

Lower Irk Valley. A number of heritage buildings are visible, including City Police Courts, and the listed tower of the Hallé (former Church of St. Peter) although the Grade II CIS tower is the most apparent. Manchester Town Hall is not visible.



Viewpoint 1: View from Queens Road Bridge facing southwest. 1.26km north-east from the site

The proposal would be a noticeable addition to the cluster of tall buildings in the city skyline. Tower A would be the dominant feature and its distinctive high quality architecture would differentiate it from others in the view. The proposal would be a positive addition and the city skyline and deliver upon the objectives of the SRF.

View 2 is from the entrance gates of Queens Park, and looks across the main Queens Road carriageway, to the parapet of the Queens Road bridge and to the tree canopy beyond this. Some taller built form and construction cranes are visible between the tree canopy. The view is framed by taller dense foliage to the left and the distinctive (but unlisted) curved brick façade on the right



Viewpoint 2: View from Park view/ entrance to Queens Park - facing south. 1.1km north from the site

The proposal would not be readily appreciated due to the significant tree canopy. The top of tower A is just perceptible in the cluster of other tall buildings and overall the effect is considered to be neutral.

View 3 is from High Street to the south-western corner of Smithfield Conservation Area close to the Grade II Listed Rylands Building. The view includes a mix of architectural styles, materiality, tram infrastructure and uses that form a diverse street scene. In the background, the street curves the left. The Grade II Listed CIS tower is visible just above foreground buildings to the top right.



Viewpoint 3: View from Fountain/ High Street facing northeast. 950m south-west from the site

There is a minor change to this view with the top of tower A just about perceptible within the tight cluster of buildings on High Street. The CIS tower remains the tallest building in the view and is not materially affected.

View 4 is from a major arrival route into Manchester from the north-west. The view is urban in character with road infrastructure dominating the foreground and mid-ground, with contemporary architecture lining the roadway. Heritage buildings include the red brick Listed Parcel Office and CIS tower buildings which are visible to the right hand side. The 16 storey Peninsula building draws the eye mature vegetation to the left gives a suggestion of the sunken river course of the Irwell.



Viewpoint 4: View from Trinity Way bridge facing east. 975m west from the site

The development is not readily noticeable given the character and dominance of other buildings. The development would blend into the background and sit amongst the varying heights and scale of buildings.

View 5 is from the south-western corner of Cathedral Gardens and is a likely wayfinding and/or appreciation point of the City within a significant area of public realm. The view is within the vicinity of Grade I Listed Manchester Cathedral and the Corn Exchange, at the centre of Cathedral Conservation Area. The view highlights the mix of architectural styles in this area. Cheetham's School of Music frames the far left and Victoria Station terminates the back of the view. These are juxtaposed against the glazed CIS tower, New Century House and Urbis – creating a post-modern/ historic split across the view. The foreground is dominated by the public realm associated with Cathedral Gardens.

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Viewpoint 5: View from the centre of Cathedral Gardens facing north-east. 775m south-west from the site

The proposal would not have a noticeable impact on this highly sensitive view. The high quality design and massing mitigates any harm and contributes to the contemporary city skyline.

View 6 is from the junction of a key movement route through the City Centre. The grade II listed Parkers Hotel competes against the newly constructed One Angel Square for dominance and reflects the changing nature of this area of the City. The view does not provide the best location to view the listed building. The site is located between the two buildings, therefore any new development will be framed by the mixed townscape. One Angel Square is particularly visible. Surface car parking is visible beyond the road infrastructure reflecting the development plots waiting to be brought forward. In the background, the grade II listed Ashton House on the right draws the eye towards the tree planting highlighting the edge of Angel Meadow.



Viewpoint 6: View from the junction of Corporation Street/ Miller Street, facing north-east. 425m south-west from the site

The towers would be highly visible forming a distinctive focal point in the gap between the buildings. This would be in keeping with the urban character, and high quality architecture and materiality would be evident providing a focal point for developments within the Northern Gateway. Further consents at NOMA would add to the cluster of modern buildings in the view. The setting of the listed hotel would be affected but its significance would remain legible and understood and any harm would be outweighed by the significant regeneration benefits of this scheme.

View 7 is from Sherratt Street within the Ancoats conservation area and is framed by the Grade II Listed Victoria Square and the terraces around Anita Street. Contemporary architecture has emerged at the back of the view, reflecting the changing townscape within the vicinity of the heritage townscape. Separation between these townscape characters is provided in the view by Oldham Road.



Viewpoint 7: View from Sherratt Street facing north. 625m south-east from the site

The proposal would form a noticeable change with the addition of a tall element. This would not have a perceptible impact on the listed building or the conservation area which would remain legible and understood in their immediate context. The proposal would add to the city views and the regeneration of the Northern Gateway.

View 8 is from Sand Street Park, a small elevated green space. The foreground is parkland but the backdrop and setting are urban, with a city skyline. It provides an open long-range view towards Manchester's skyline above the trees. The view provides a range of architectural forms, materiality and massing including One Angel Square, the listed CIS tower and the Emmeline residential tower.



Viewpoint 8: View from Sand Street Park view point – facing south-west. 575m north-east from the site

The proposal would be a positive addition to an emerging context of taller buildings.

View 9 is from the bridge overlooking the old railway sidings to the northern edge of St. Catherine forest and provides a view the city scape at close range rising. Key built form includes One Angel Square, the CIS tower, the New Century House, the Cooperative Wholesale Society Building. The Grade I listed Town Hall clock tower is visible on the skyline to the left of the CIS tower, but is not a dominant feature due to the variety of more modern architectural form and height in the middle ground. Access to the bridge is limited which restricts views.



Viewpoint 9: View from the junction of Cheetham Hill Road/ Lord Street, facing east. 575m north-east from the site

The proposal would be noticeable and create a prominent feature altering the composition of the view and blocking the Coop building. The high quality architecture and materiality would help to mitigate this impact. The stepped profile of the towers would be legible and understood and would mark a clear representation of the growth in this part of the city centre meeting the aspirations of the SRF.

View 10 is taken from the edge of Manchester Fort shopping centre, along the northern approach into Manchester (Cheetham Hill Road). Manchester's contemporary skyline, including the CIS Tower, is visible above the cluttered industrial mid-ground, with road infrastructure characterising the foreground.



Viewpoint 10: View from Cheetham Hill Road approach, facing south-east. 700m north from the site

The development would form a cohesive design and form part of a cluster of emerging tall buildings. The foreground would remain intact and the development would provide long range views of the city centre.

View 11 is from the footway of a key arrival route of Cheetham Hill Road, facing down St Chads Street and would be glimpsed on route into the city centre. It looks across the Lower Irk Valley with existing towers on the horizon as the land rises back up the opposite hillside. The distinctive form and architecture of St Chads church to the right is a local landmark along the Cheetham Hill Road corridor.



Viewpoint 11: View from the junction of Cheetham Hill Road/ St Chads street, facing east. 425m north-west from the site

The proposal would be highly visible and would change the backdrop of the listed church. The environs to the listed church are currently poor and the proposal would be a high quality addition to the view through and would demonstrate the expansion of the city centre. The setting of the church would be legible and understood.

View 12 is from the eastern entrance to Roger Street and represents the connection to the area across the former railway arches from the north. Despite its role, Roger Street appears like a secondary route with on-street parking on its southern edge. It is surrounded by poor quality and low defined spaces such as large car parking, body shops and warehouses. The perspective is marked by the railway arches.



Viewpoint 13: View from junction of Angel Street/ Style Street facing north. 275m south-west from the site

The proposal would be viewed against the backdrop of Angel Meadow which has historic local significance. There is significant tree coverage within the park area which would provide glimpse views of tower A which would be more visible within the winter months. The proposed development would be seen within the cluster of other buildings which are currently under construction around Angel Meadows. Angel Meadows would still be readily understood within the context of the local area given the distance between the application and the park.

View 14 is along Rochdale Road, facing down Gould Street towards the Lower Irk Valley. The grade II listed Marble Arch Inn is to the right and adds architectural interest. To the left are more modern residential buildings. The two edges of the street respond to each other in a different way, combining a dense development to the west with some tree planting screening the car park on the right.



Viewpoint 14: View from the junction of Rochdale Road/ Gould Street facing north-west. 325m south-east from the site

The height and massing of the proposal would clearly be evident and in the setting of the listed building. The contemporary nature of the building, and its materiality, would contrast with the listed building ensuring that the significance of the building remains legible and clearly understood.

View 15 is from the northern edge of Dantzic Road, a route connecting the city centre to the River Irk and is enclosed to the north by a building. A fence separates piles of soil enhancing the poor-quality character of the view, partially covering the appearance of One Angel Square and the CIS tower. The skyline is characterised by a series of cranes at building sites and reflecting the changing nature of the area around Manchester Victoria and the city centre.



Viewpoint 15: View from Dantzig Street/ entrance to St Catherine’s Park, facing south-west. 200m north-east from the site

The proposal would be a noticeable addition and improve the street scene along Dantzig Street. The stepped nature of the towers would clearly be legible as would the high quality architecture and use of materials. Public realm would improve the street environment and improve developments setting.

View 16 is close to the railway arches, at the junction of Dantzig Street and Irk Street acting as the main access point across the arches for those arriving from Angel Square. It is dominated by the large building at the centre, whilst the railway arches and Dantzig Street, with its low-quality buildings and on-street parking frame the view. The background is dominated by tree planting around River Irk river



Viewpoint 16: View from Dantzic Street, facing east. 50m north-east from the site

The height and massing of tower A would clearly be legible and understood. The entrance and public realm would activate Dantzic Street. The proposal would be seen in the same context as the railway arches and viaduct but their scale would ensure they remain legible with the view. The high quality architecture would be understood and mark a positive addition to the regeneration of the area.

The development would be significant in these views but in most cases would improve the skyline through its architecture, scale, massing and materiality. There are instances where it would change the setting of listed buildings and non designated heritage assets. However, this would be mitigated by the benefits of the proposal through the addition of new homes, place making and high quality architecture at a poor quality site within an underutilised part of the city centre.

Impact of the historic environment and cultural heritage

The site is not within a Conservation Area but there are Listed Buildings nearby that could be affected by the development. The urban grain around the site is a mixture of low quality car parking, cleared sites and industrial buildings, dominated by the railway arches. The nearest homes are under construction around Angel Meadows and in the immediate vicinity to New Mount Street. The site was formerly occupied by residential and industrial buildings from the mid-19th century including a paint and dye works and later a rubber works.

An assessment of the impact of the development has considered a 300m and 1500m radius around the site. This identified 360 listed buildings principally located within the city centre which had no direct or indirect connection with the development site.

or important views. The 16 views identified within the townscape assessment has considered any wider implications for listed buildings within these identified views.

A Heritage assessment within the Environmental Statement focused on the listed buildings found within 300 metres of the site. 3 listed buildings and 1 designated heritage asset which would be immediately affected and consideration of the impact on the proposal on these assets is required by paragraph 128 of the NPPF. The impact on the setting of these heritage assets, including those within the wider search area, was evaluated within the townscape assessment above.

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

Charter Street Mission (former Charter Street Ragged School and working girls home) (Grade II) is a rare surviving example of a purpose built institutional building and contains original detailing. The building is best appreciated from Angel Meadows. The viaduct screens and separates it from the application site.

Sharp Street Ragged School (Grade II) is a former school and mission building to the south east, separated by the viaduct and Angel Meadows. The building is enclosed by former commercial buildings and has no physical relationship with this site.

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

Angel Meadows is a local green space located beyond the viaduct. It has no heritage designation but is of local historic interest having been created from the cleared site of the late 18th century St Michaels Church and churchyard and the mid-19th century 'new burying ground'. The area was also the subject of a L.S.Lowry painting.

The heritage assessment has considered the impact on the historic environment particularly within the key viewpoints that were identified as part of the townscape visual impact assessment.

The scale of the impact and the impact on the significance of the heritage asset has been judged to result in a low level of harm to the setting and significance of the heritage assets. This has been considered against the relevant tests within the NPPF. There would also be some heritage benefits from the removal of this vacant site from the setting of these heritage assets together with enhancements through landscaping and place making.

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

Union Bridge (Grade II) the proposal would be visible within the immediate environs of the bridge and the open vista provided across the site would be lost. The significance of the bridge would remain legible and understood and perhaps better appreciated because of increased footfall. The significance of the bridge derives from its role as a pedestrian link across the Irk which would remain intact.

The proposal would reinstate development along Dantzic Street and enhance the public realm. The significance of the bridge would be retained with visitors being able to enjoy its features and cross the river Irk.

Charter Street Mission (former Charter Street Ragged School and working girls home) (Grade II) and *Sharp Street Ragged School (Grade II)* are separated from the site by the railway viaduct. As such, the proposal would not readily interfere with the setting of these listed buildings which would remain understood and legible from their main vantage points in and around Angel Meadows.

Lancashire and Yorkshire Railway Viaduct (non designated heritage asset) is a substantial structure. Given its scale and dominance, it would remain understood as a piece of rail infrastructure within the area. Tower A would be higher than the viaduct, as the SRF requires, to create a gateway building into the area. The high quality architecture and place making would minimise any impact on the viaduct.

Angel Meadows there would be no direct impact on Angel Meadows. The residents of the development would benefit from the close proximity to this green area and enjoy and appreciate its local historical value.

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

Impact Assessment

The proposal would result in instances of very low level harm through changes to the setting of the Union Bridge with the other listed buildings in the area being seen in the same context as the development on a wider city scale. These impacts are considered to result in a very low level of less than substantial harm.

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

This is a development site, as defined by policy SP1 of the Core Strategy, and is in one of the City's key regeneration areas. Its vacant condition has, at best, a neutral impact on the local area and the surrounding heritage assets. This proposal would regenerate this key site in line with Council policy and bring new homes to a neglected part of the city centre in order to create a new residential neighbourhood.

The architecture and place making would enhance the area and provide 634 new homes in a variety of sizes, including affordable homes. Construction jobs would be created along with Council Tax revenue when the new homes are occupied. The development would also meet sustainability objective and offer a highly efficient building fabric meeting low carbon objectives.

The visual and heritage assessments show a low level of harm to the heritage assets in most instances as the development would be viewed in the same context as them. The level of harm would be low level as the significance of the heritage assets would remain legible and understood both individually and where there is group value.

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

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

Impact on Archaeology

Archaeological investigations were carried out as part of a condition of planning permission 103382/FO/2013/N1. The analysis of the archaeology findings was not completed. GMAAS have therefore recommended that this work is finalised and agreed. A condition should be imposed to this affect to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Layout, scale, external appearance and visual amenity

Double height commercial uses and concierge facilities would form the base of each tower and podium fronting Dantzic Street. A 43 space car park, refuse and cycle store would be located at the base of towers C and podium B. The cycle store for tower B would also be located in the base of podium B.

Bromley Street would be lined with 10 townhouses with vehicular access to integrated car parking spaces for 8 homes. Access controls would restrict vehicular access for residents only. The entrance to the homes within podium A would be located at the southern end of Bromley Street.



Ground floor layout of the development

Each tower and podium has access to shared external amenity. Mezzanines with the commercial units would further increase the activity to Dantzig Street.



Image of the proposed podium

Tower C residential amenity space is located above the car park entrance. Homes with a south facing aspect in tower C have direct access into private terraces within the shared amenity with the remainder of residents access the spaces from the circulation cores. The first floor of the townhouses have direct access into the podium with private terraces.

For tower A, access to the podium is from the circulation cores with the duplex maisonnettes accessed from a shared corridor. Tower B is accessed by residents from the southern end of Bromley Street.



Level 1 should the landscaping and private terraces to the podium areas and extent of new public realm around the site

Public realm would be created opposite the railway arches with access to service vehicles required to access the base of tower B. A secure gate line extends from tower B to restrict access to the shared podium for non residents.



Public realm adjacent to the railway arches

Each tower has a maximum of 8 homes at each level around a central core. The layout would see two bedroom homes at each corner with each being dual aspect.

Tower A, on the corner of Dantzig Street and Gould Street would be the tallest at 37 storeys and would be a gateway building. Tower B would be 18 storeys and tower C 26 storeys together with the low rise built form along Bromley Street. The tower layouts have been staggered to maximise the distance between the towers together with maximising views across the River Irk and Irk Valley.



Base of tower A and view along Dantzig Street

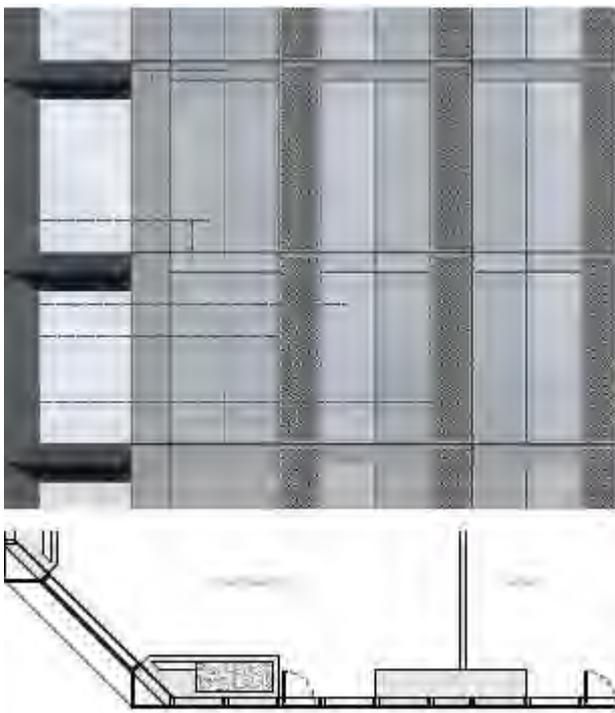
The scale responds to the design principles in the SRF which specifically requires a building of scale together with low rise active frontages to Dantzig Street.

The facades of the towers have been designed to express a 'picture window' within each new apartment. Each picture window has a coloured framed aluminium reveal to give form, depth and texture to the façade. A different colour would be applied to each tower to give them their own identity.



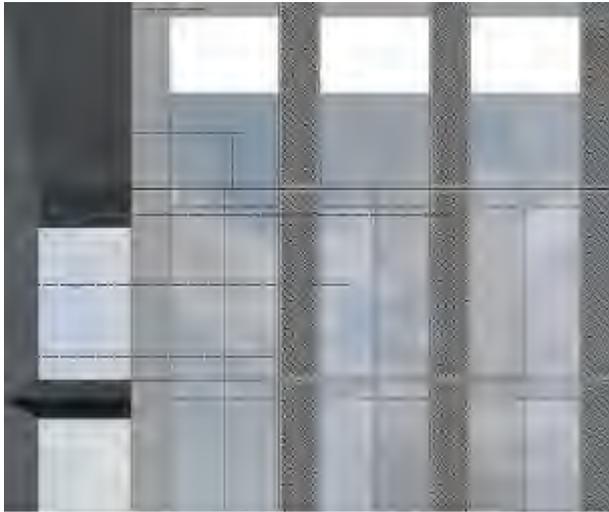
Picture windows and colour treatment to the picture window reveals

Between the windows, the facades express a simple two storey grid within the unitised curtain wall. The gridded façade creates a unified approach across the three towers. The grid is composed of large format anodised aluminium panels and vertical perforated panels which provide natural ventilation to the apartments. Glazing is a combination of clear and obscured panels.



Example of the façade grid including picture window and reveal

Prominence would be given to tower A to distinguish it from the other two towers. The façade grid would be extended and an open 3 metre high screen would be created around the top of the building to create a 'crown'.



Crown of tower A

The base of tower A and podium A along Dantzic Street would be expressed by double height commercial units with residential above. The double height curtain wall of the commercial units would be wrapped within a grey tone masonry which would provide texture and complement the grey aluminium cladding of the upper aspects of the tower. The transition between the base of the buildings and the upper tower would be expressed with an aluminium cladding band and stack-bonded soldier course brickwork.



Interface between the base of the building and upper levels of the tower

The base of tower A has been expressed with concrete feature columns which have been sized to support the tower and create a dramatic three storey back.



Entrance to tower A and the commercial frontage to podium A fronting Dantzic Street

A similar arrangement for the base of towers B and C is proposed with a solid masonry base forming the towers.



Base of tower C to Dantzic Street

Bromley Street is given a more residential scale with three storey townhouses flanking each side of the road. The facades incorporate a mixture of projecting and Juliet balconies at the lower levels and inset terraces to the upper levels providing depth to the elevations.



Bromley Street town houses

Balconies have been designed to feel integrated with the podium, with a solid base, with open metal railings. All the townhouses can be accessed from the street and from the podium.



Image of Bromley Street looking towards the railway arches

The homes to the upper levels of the podiums are accessed from external walkways that face out onto the shared external amenity spaces

Overall the design is considered to be high quality offering an individual and distinctive piece of architecture. The scale of the buildings are appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

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

The proposal would provide significant areas of public realm and shared amenity areas. The reinstatement of Bromley Street would open access through the site from the railway arches and public realm would be provided between the development and the railway arches. The applicant does not have control of all the land within this area therefore the public realm would need to be delivered in phases and temporary arrangements would allow connections to this part of the site.

The carriageway on Dantzig Street would be reduced and street trees, planting and street furniture would be installed. At the junction of Gould Street and Dantzig Street a new public square would provide the setting to tower A.

The landscaped podiums would provide communal gardens for the residents. These would include furniture, planting and high quality hard landscaping which would improve biodiversity across the site.

81 trees would be planted in the site of which 48 would be planted within the street along Dantzig Street and within the new areas of public realm.



Indicative landscaping proposals

Impact on Ecology

An ecological appraisal concludes that the development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site. Greater Manchester Ecology Unit concur with the findings. The landscaping and street trees would enhance green infrastructure and biodiversity. In order to maximise the schemes contribution in this regard, a condition would agree final details in order to comply with policy EN9 of the Core Strategy.

Effects on the Local Environment/ Amenity

- (a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by developments which are near to this site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

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

The only residential development which was considered was the North View development (ref. 114860/FO/2016) (not yet commenced) which was granted planning permission in October 2019 and lies to the immediately to the east. The assessment considered windows and rooms which may be affected, the magnitude of the change and levels of light which would be retained.

452 windows serving 344 rooms were assessed for VSC and NSL for daylight and 170 for APSH for sunlight.

273 of the 452 windows (60%) met the BRE guidelines for VSC. 98 would experience alterations between 20-30%, 49 would experience alteration between 30-40% and the remaining 32 would experience alteration in excess of 40%.

For NSL, 304 of the 344 rooms (88%) met the BRE guidelines. 16 would experience alterations between 20-30%. 11 would experience alterations between 30-40% with the remainder experiencing alterations in excess of 40%. 24 of the rooms affected are bedrooms which require less daylight with the remaining 16 being kitchens.

Whilst it is acknowledged that there would be some degree of impact on the North View development, it is not considered to be unduly harmful in a city centre context.

170 windows were assessed for sunlight with 149 (88%) meeting the BRE criteria for both winter and annual APSH. 4 windows would experience an alteration of between 30-40% and 7 would experience reductions in excess of 40%. 9 would experience alterations in winter APSH in excess of 40%.

Overall it is considered that the windows assessed in the North View development for sunlight would retain a good summer sunlight potential with lower levels received in the winter months which is not uncommon in urban locations such as this.

Consideration has also been given to the impact of proposal on the amenity areas within the North View development. 5 out of 8 (63%) amenity areas would meet the BRE criteria with the 3 amenity areas all experiencing an alteration in excess of 40%. It should be noted that these amenity areas are located within a central courtyard, or pedestrian walkways, and would not in any event meet the BRE guidelines.

The proposal would give rise to an overlooking to the North View development. The development would be separated by a significant area of public realm which is

located on the North View development. The layout and orientation of both schemes maximises the privacy distances to prevent any undue loss of privacy.

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air Quality

The site is not within an Air Quality Management Area (AQMA), where air quality conditions are known to be poor as a result of vehicular emissions, however, the AQMA is located close to the site at the junction of Gould Street and Dantzic Street.

An air quality report notes that during the construction phases there could be impact from dust, earth works/construction and vehicle emissions. This would be minimised through good practice which should remain in place for the duration of the works and should be a condition.

There would be 51 onsite car parking space which is limited in comparison to the number of new homes at the development. 5 would be fitted with a fast charging electric car charging point. This would allow residents to take advantage of the highly sustainable location and access to public transport which is within a short walk of the site and therefore not exacerbate local air quality conditions.

634 secure cycle spaces would be provided and an 80 space secure cycle store would be created on site.

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

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

(d) Wind environment

A wind assessment has assessed the potential effects of the arena on the wind environment and mitigation measures which would be required to minimise the impact on the wind microclimate.

The assessment shows that generally the development would result in the areas around the development being suitable for walking, sitting and standing with all the entrances being located in suitable positions.

The south western corner and northern parts of tower A, the eastern boundary of the site and the entrances around towers B and C maybe more exposed to adverse wind conditions, particularly during the winter months. In addition, the recreational spaces on the podiums may also experience slightly more windy conditions in the autumn.

In order to ensure these areas are safe landscaping, particularly tree planting, is proposed around the south western corner of tower A and within the landscaping areas on the podiums. There would be a recessed entrance at the base of tower C.

The assessment demonstrates that with mitigation in place, the wind conditions at the site, and within the immediate area, improve considerably with all location in and around the site being suitable in terms of pedestrian safety and comfort for their intended use all year round.

The report concludes that there are no detrimental or harmful impacts and the wind conditions at all thoroughfares, entrances and amenity locations are all considered to be within acceptable limits for their required use.

Noise and vibration

A noise assessment identifies the main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads and the adjacent rail/tram lines.

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

The main source of noise to the apartments would be from traffic on the surrounding roads and noise from the adjacent rail/tram line. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable. This would also be the subject of verification prior to occupation.

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

Waste management

Each apartment would have separate storage areas for refuse, recyclable and compostable materials. Residents would take their waste to a refuse chute, with a tri-separator to encourage recycling. Residents within the homes within the podium would take their refuse and recycling directly to the refuse stores located adjacent to the circulation cores at ground level.

The refuse stores would be managed by facilities staff and residents would not be permitted to enter the refuse stores that are fed by chutes.

The refuse requirements for the towers and podiums are as follows:

Tower A (275 properties) general waste; 28 x1100 litre Eurobins; Paper 14 x1100 litre Eurobins; Co-mingled – 14 x1100 litre Eurobins. Podium A (18 properties) General waste – 21 x1100 litre Eurobins; Paper – 1 x1100 litre Eurobins; Co-mingled 1 x1100 litre Eurobins.

Podium B (20 properties) General waste 21 x1100 litre Eurobins; Paper 1 x1100 litre Eurobins; Co-mingled 1 x1100 litre Eurobins. Tower B (228 properties) General waste 13 x1100 litre Eurobins; Paper 7 x1100 litre Eurobins; Co-mingled 7 x1100 litre Eurobins

Tower C (193 properties) General waste 20 x1100 litre Eurobins; Paper 10 x1100 litre Eurobins; Co-mingled 10x1100 litre Eurobins

The waste and servicing areas would be located away from Dantzig Street and Bromley Street to ensure commercial and residential active frontages are uninterrupted. Tower A and podium A would be serviced from a layby on Gould Street and podium B and Tower C would be serviced from a layby on Dantzig Street. Tower B would be serviced from Dantzig Street via a service ramp. Bins would be manoeuvred to this location for emptying and then returned to stores.

Tower A and podiums A and B would be collected on a weekly basis with the more restricted stores for towers B and C collected twice a week. The refuse arrangements are considered to be acceptable.

The commercial units would have their own refuse stores internal to the premises. Final details are to be agreed once the end users are known.

Accessibility

All main entrances would have level access. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. There would be 4 dedicated parking space for disabled people created within the car park.

Flood Risk/surface drainage

The south eastern part the site is in Flood Zone 1, indicating a less than 1 in 1,000 annual probability of flooding. Flood risk increases to Flood Zone 2 in the central areas of the site, indicating between a 1 in 100 and 1 in 1,000 annual probability of flooding. The north western area of the site is located within Flood Zone 3, indicating a greater than 1 in 100 annual probability of flooding.

The site is also within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems.

Due to the sites location in flood zone 2 and 3, the proposal has to satisfy the requirements of the Sequential Test and where applicable the Exception test as outlined in the NPPF and NPPG.

The site was assessed as part of the Greater Manchester Strategic Flood Risk Assessment (SFRA) (2011) as an area for residential development and therefore the sequential test need not be applied as part of this application. The majority of the site is at very low risk of surface water flooding. There are isolated areas of low risk across the northern and eastern extents of the site. The site is at low risk with regards to reservoir flooding and tidal flooding. There is a low to medium risk of flooding from groundwater.

The application has been assessed by Flood Risk Management Team and the Environment Agency. Finished floor levels, flood resilient design, flood compensation storage and low flow fittings and appliances have formed part of the developments design in order to minimise the impact in the event of flooding. In addition, the development would sit entirely outside of the Flood Zone 3 that is present on the Dantzic Street border of the site.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the drainage plan and floor levels forms part of the conditions of the planning approval.

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

A transport statement notes that all sustainable transport modes are nearby with Victoria train station and Shudehill Metrolink station within 10-minute walk. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

There would be no limited on site car parking in the form of 53 spaces (including 4 disabled bays). 5 of the bays would be fitted with a fast charging electric car charging point.

There would be 634 cycle spaces within dedicated secure cycle stores. A travel plan would support the ongoing travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require one.

A loading bays would be provided created on Gould Street and Dantzic Street dedicated to the servicing of the development.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area

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

Ground conditions

A ground conditions report provides notes that further gas monitoring is required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Legal Agreement

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

Conclusion

The proposal would have a positive impact on the regeneration of this part of the City Centre and would contribute to the supply of high quality housing. Active frontages and high quality façades would make a positive contribution to the city scape. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a modest impacts on the setting of adjacent listed buildings and non-designated heritage assets. These are low level impacts that are outweighed by the public benefits that the scheme would deliver in terms of removing this low quality site and providing new homes.

There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

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

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

of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **Minded to Approve subject to the signing of a section 106 agreement in relation to affordable housing**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification. The proposal is considered to be acceptable and therefore determined within a timely manner.

Reason for recommendation

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) Prior to the commencement of development, a detailed phasing plan (including enabling phase and indicative timescales for implementation) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall then be carried out in accordance with the phasing plan and timescales agreed.

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

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

Drawings

DAST-HBA-00-XX-DR-APL20_0001, DAST-HBA-00-XX-DR-APL20_0002, DAST-HBA-00-00-DR-APL20_0100, DAST-HBA-00-02-DR-APL20_0102, DAST-HBA-00-03-DR-APL20_0103, DAST-HBA-00-04-DR-APL20_0104, DAST-HBA-00-05-DR-APL20_0105, DAST-HBA-00-06-DR-APL20_0106, DAST-HBA-00-12-DR-APL20_0112, DAST-HBA-00-18-DR-APL20_0118, DAST-HBA-00-23-DR-APL20_0123, DAST-HBA-00-26-DR-APL20_0126, DAST-HBA-00-36-DR-

APL20_0137, DAST-HBA-00-ZZ-DR-APL20_0200, DAST-HBA-00-ZZ-DR-APL20_0201, DAST-HBA-00-ZZ-DR-APL20_0202, DAST-HBA-00-ZZ-DR-APL20_0203, DAST-HBA-00-ZZ-DR-APL20_0204, DAST-HBA-00-ZZ-DR-APL20_0205, DAST-HBA-00-ZZ-DR-APL20_0206, DAST-HBA-00-ZZ-DR-APL20_0207, DAST-HBA-00-ZZ-DR-APL20_0208, DAST-HBA-00-ZZ-DR-APL20_0209, DAST-HBA-00-ZZ-DR-APL20_0210, DAST-HBA-00-ZZ-DR-APL20_0211, DAST-HBA-00-ZZ-DR-APL20_0212, DAST-HBA-00-ZZ-DR-APL20_0300, DAST-HBA-00-ZZ-DR-APL20_0301, DAST-HBA-00-ZZ-DR-APL20_0302, DAST-HBA-00-ZZ-DR-APL20_0500, DAST-HBA-00-ZZ-DR-APL20_0501, DAST-HBA-00-ZZ-DR-APL20_0502, DAST-HBA-00-ZZ-DR-APL20_0503, DAST-HBA-00-ZZ-DR-APL20_0504, DAST-HBA-00-ZZ-DR-APL20_0505, DAST-HBA-00-ZZ-DR-APL20_0506, , DAST-HBA-00-ZZ-DR-APL20_0508, DAST-HBA-00-ZZ-DR-APL20_0509, DAST-HBA-00-ZZ-DR-APL20_0510, 1768.1-PLA-XX-XX-DR-L-0001 P06, 1768.1-PLA-XX-XX-DR-L-0002 P04, 1768.1-PLA-XX-XX-DR-L-0003 P05, 1768.1-PLA-XX-XX-DR-L-0004 P05, 1768.1-PLA-XX-XX-DR-L-0005 P06, 1768.1-PLA-XX-XX-DR-L-1000 P06, 1768.1-PLA-XX-XX-DR-L-1001 P08, 1768.1-PLA-XX-XX-DR-L-1005 P06, 1768.1-PLA-XX-XX-DR-L-2000 P04, 1768.1-PLA-XX-XX-DR-L-2001 P05 and 1768.1-PLA-XX-XX-DR-L-6000 P04

All stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020

Drawings DAST-HBA-00-ZZ-DR-A-PL20_0507 P3 and DAST-HBA-00-ZZ-DR-A-PL20_0550 Rev 1 stamped as received by the City Council, as Local Planning Authority, on the 10 August 2020

Supporting Information

DAS (including Landscaping, Refuse Management Strategy and Public Realm Statement) prepared by Hawkins Brown and Planit-IE, Tall Building Statement prepared by Avison Young, Consultation Statement prepared by Counter Context, Crime Impact Statement prepared by Greater Manchester Police, Site Investigation Report (Phase 1) prepared by LK Consulting, Site Investigation Report (Phase 2), prepared by LK Consulting, Environmental Standards Statement (including ventilation strategy), prepared by ARUP, Ecological Appraisal, prepared by Paul Chester & Associates Ltd, TV Reception Survey prepared by SCS Technologies Ltd; Detailed Fire Strategies prepared by BB7, Environmental Statement comprising:

ES Volume 1: Non-Technical Summary, prepared by Avison Young;

ES Volume 2: Main Text:

- Chapter 1 – Introduction, prepared by Avison Young;
- Chapter 2 – Approach, prepared by Avison Young;
- Chapter 3 – Site Description, prepared by Avison Young;
- Chapter 4 – Alternatives, prepared by Avison Young;
- Chapter 5 – The Proposed Development, prepared by Avison Young;
- Chapter 6 – Planning Policy Context, prepared by Avison Young;
- Chapter 7 – Townscape and Visual Impact, prepared by Planit-IE;
- Chapter 8 – Heritage, prepared by Stephen Levant Heritage Architecture;
- Chapter 9 – Flood Risk and Drainage, prepared by Civic Engineers;

- Chapter 10 – Transport and Access, prepared by Civic Engineers;
- Chapter 11 – Air Quality and Dust (including fumes), prepared by BWB Consulting;
- Chapter 12 – Noise and Vibration, prepared by ARUP;
- Chapter 13 – Sunlight, Daylight and Overshadowing, prepared by GIA;
- Chapter 14 – Wind Microclimate (including Pedestrian Level Wind Microclimate Assessment), prepared by BMT (wind assessment) and ArcAero (ES Chapter);
- Chapter 15 – Socioeconomic (including local labour), prepared by Brookdale;
- Chapter 16 – Human Health – Enfusion
- Chapter 17 – Climate Change – Wardell Armstrong
- Chapter 18 – Cumulative Impacts, prepared by Avison Young;
- Chapter 19 – Summary of Mitigation and Residual Effects, prepared by Avison Young.

ES Volume 3: Appendices.

All stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020

ES addendum including updated Flood Risk Assessment stamped as received by the City Council, as Local Planning Authority, on the 17 August 2020

Sustainability statement and ESS addendum stamped as received by the City Council, as Local Planning Authority, on the 14 September 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.

4) A phase of the development (save for the enabling works phase) shall not commence until details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

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

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

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

6) A phase of development shall be carried out in accordance with the flood risk and drainage assessment with the ES prepared by Civic Engineers stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020.

The development shall be carried out in accordance with this information and prior to the first occupation of a phase (save for the enabling works phase), a verification report for that phase shall be submitted for approval in writing to the City Council, as Local Planning to confirm that the works in that phase have been undertaken in accordance with the previously approved reports.

Reason – In the interest of managing the flood risk at the development pursuant to policy EN14 of the Manchester Core Strategy (2012).

7) Notwithstanding the flood risk and drainage assessment with the ES prepared by Civic Engineers stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, (a) A phase of the development (save for the enabling works phase) shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Consideration of alternative green SuDs solution if practicable;
- Details of surface water attenuation that offers a reduction in surface water run off rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment i.e at least a 50% reduction in run off rate compared to the existing rates, as the site is located within a critical drainage area.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment.
- Evidence that the drainage system has been designed (unless an area is designed 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.
- 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.
- Hydraulic calculation of the proposed drainage system
- construction details of flow control and SuDs elements.

(b) The phase (save for the enabling works phase) shall then be constructed in accordance with the approved details, within an agreed timescale.

(c) Prior to the first occupation of a phase (save for the enabling works phase) a verification report for that phase shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

8) No development groundworks shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A programme for post investigation assessment, research and re-interment to include: - analysis of the finds and site investigation records - production of a final report on the significance of the archaeological and historical interest represented;
2. Provision for publication and dissemination of the analysis and report on the site investigation - including publication as part of the 'Greater Manchester's Past Revealed' series.
3. Provision for archive deposition of the report, finds and records of the site investigation

Reason - To record and advance understanding of heritage assets impacted on by the development and to make information about the archaeological heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy.

9) a) Notwithstanding the Site Investigation Report (Phase 1) prepared by LK Consulting, Site Investigation Report (Phase 2) stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, a phase of the development shall not commence until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- details of the initial gas monitoring investigation including a copy of any report used and also details of atmospheric pressure during monitoring to ensure assessment included periods of low and falling atmospheric pressure;
- If any of the current boundary land is to remain or reused, or areas of soft landscaping are not being removed as part of the surface dig then an updated risk assessment and potentially remediation report will be required to confirm the details of any necessary remediation in these areas.

- A water supplier risk assessment to confirm the type of water supply pipe to be installed

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

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

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

10) A phase of the development shall not commence until a detailed construction management plan outlining working practices during construction for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include;

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

A phase shall be carried out in accordance with the approved construction management plan.

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

11) Prior to the commencement of each phase of development, full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted for approval in writing by the City Council, as Local Planning Authority . The development shall be implemented in accordance with the approved details.

Reason: To protect the adjacent railway, pursuant to SP1 , T1and DM1 of the Core Strategy for Manchester (1995).

12) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted for approval by the City Council, as Local Planning Authority. For the avoidance of doubt this shall detail the containment, control and removal of Himalayan balsam and giant hogweed on site. The development shall be carried out in accordance with the approved protocol.

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

13) Prior to the commencement of the development within each phase (save for the enabling works phase), all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

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

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

14) The window reveals and soffits for the development shall be carried out in accordance with drawings DAST-HBA-00-ZZ-DR-A-PL20_0507 P2 and DAST-HBA-00-ZZ-DR-A-PL20_0550 Rev 1 stamped as received by the City Council, as Local Planning Authority, on the 10 August 2020

For the avoidance of doubt the extent of the window reveals and detailing will be as follows:

- Minimum window reveal 200mm (300mm to commercial units);
- Brickwork to Soffits of all windows where applicable.

Reason – In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

15) a) Prior to the commencement of a phase of development (save for the enabling works phase), details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction that phase of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

16) Prior to any above ground works of a phase (save for the enabling works phase), details of the boundary treatment shall for that phase be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then be implemented as part of the phase and be in place prior to the first occupation of that phase of the development.

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

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.

17) Prior to the first occupation of a phase hereby approved (save for the enabling works phase), details of the implementation, maintenance and management of the sustainable drainage scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt the scheme shall include the following:

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

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

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

18) The development hereby approved shall be carried out in accordance with the Sustainability statement and ES addendum stamped as received by the City Council, as Local Planning Authority, on the 14 September 2020. A post construction review certificate/statement for each phase (save for the enabling works phase) shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for each phase.

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

19) Notwithstanding drawings 1768.1-PLA-XX-XX-DR-L-0001 P06, 1768.1-PLA-XX-XX-DR-L-0002 P04, 1768.1-PLA-XX-XX-DR-L-0003 P05, 1768.1-PLA-XX-XX-DR-L-0004 P05, 1768.1-PLA-XX-XX-DR-L-0005 P06, 1768.1-PLA-XX-XX-DR-L-1000 P06, 1768.1-PLA-XX-XX-DR-L-1001 P08, 1768.1-PLA-XX-XX-DR-L-1005 P06, 1768.1-PLA-XX-XX-DR-L-2000 P04, 1768.1-PLA-XX-XX-DR-L-2001 P05 and 1768.1-PLA-XX-XX-DR-L-6000 P04 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, (a) prior to the first occupation of each phase (save for the enabling works phase) details of a hard and soft landscaping scheme (including appropriate materials, specifications) for that phase shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme for each phase shall be implemented prior to the first occupation of the residential element of each phase. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

20) Prior to the first occupation of the residential element of each phase (save for the enabling works phase), a detailed landscaped management plan for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

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

21) Notwithstanding the Chapter 12 Noise and Vibration, prepared by ARUP of the ES stamped as received by the City Council, as Local Planning Authority, on the 17 May 2020, (a) Prior to the first occupation of each phase of the development hereby approved (save for the enabling works phase), details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (L_{aeq}) below the typical background (LA₉₀) level at the nearest noise sensitive location.

(b) Prior to the first occupation of each phase of the development (save for the enabling works phase), a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

22) (a) Notwithstanding the Chapter 12 Noise and Vibration, prepared by ARUP of the ES stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, prior to the first use of each the commercial units as indicated on drawing DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, a scheme of acoustic insulation for that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of the commercial units within each phase, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

23) Notwithstanding the Chapter 12 Noise and Vibration, prepared by ARUP of the ES stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, (a) prior to the first occupation of each phase of the development (save for the enabling works phase), a scheme for acoustically insulating the proposed residential accommodation within that phase of the development against noise from Dantzic Street, local traffic network and the adjacent railway/tram line shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the phase of development.

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

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq (where practically possible)

(b) Prior to the first occupation of each phase of the development, a verification report for that phase of development will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

24) Notwithstanding the Waste and Servicing strategy within the Design and Access statement prepared by Hawkins Brown stamped as received by the City Council, as Local Planning Authority, on the 19 May 202, prior to the first occupation/use of each phase of the development (save for the enabling works phase), a scheme for the storage (including segregated waste recycling) and disposal of refuse for the residential and commercial elements within that phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details of the approved scheme shall be implemented as part of each phase and shall remain in situ whilst the use or development is in operation.

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

25) Prior to the first use of each of the commercial units, drawing DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local

Planning Authority, on the 19 May 2020, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

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

26) Prior to the first use of each commercial unit as indicated drawing DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

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

27) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of each phase (save for the enabling works phase), full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase and shall remain in operation for so long as the development is occupied.

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

28) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

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

Monday to Saturday 07:30 to 20:00
Sundays (and Bank Holidays): No deliveries/waste collections

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

30) The commercial units hereby approved, as indicated on drawing DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, shall not be open outside the following hours:-

Monday to Saturday	08.00hrs - 23.00hrs
Sundays	09.00hrs - 23.00hrs

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

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

31) The commercial units as shown on drawing DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

32) The commercial units, as indicated on DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, can be occupied as A1, A2, A3 or A4 and D1 (excluding a place of worship). and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

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

33) In the event that any of the commercial units, as indicated on drawing DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020 are occupied as Use Class A3 or A4, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

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

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

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

34) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential element of the building shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

35) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved 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(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of

accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

36) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of each phase of the development (save for the enabling works phase) the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

37) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020.

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

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

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

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

38) Prior to the first occupation of the residential element within each phase of the development (save for the enabling works phase) details of the cycle provision for that phase, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details for that phase shall then be implemented prior to the first occupation of the residential element within that phase and thereafter retained and maintained in situ.

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

39) Prior to the first occupation of the residential element within each phase of the development hereby approved (save for the enabling works phase), details of disabled car parking provision for that phase shall be submitted for approval in writing. The approved details shall then be implemented prior to the first occupation of the residential element within each phase and remain in situ for as long as the development remains in use.

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

40) Prior to the first occupation of the residential element of each phase (save for the enabling works phase) the car parking layout for that phase as indicated on drawing DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020 shall be implemented and made available. The car parking shall remain available for as long as the residential element remains in use.

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

41) Prior to the first occupation of the residential element of each phase (save for the enabling works phase), a scheme of highway works and details of footpaths reinstatement/public realm for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Narrowing of footway along Dantzic Street;
- Amendments to on street parking controls to Dantzic Street and Gould Street;
- Introduction of speed restrictions and traffic calming measures to Dantzic Street and Gould Street;
- Introduction of on street disabled car parking and car club bay,
- Creation of means of access, tactile paving, kerb upstands and other improvement and alterations to the public realm;
- Vehicular controls to Bromley Street;
- Footway improvement and reinstatement works;
- Installation of street trees; and
- Cycle provision within Dantzic Street.

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

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

42) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, within one month of the practical completion of each phase (save for the enabling works phase), and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before each phase is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

43) Prior to the first occupation of the residential element, the installation 5 7kw fast charging electric car charging points, as shown on drawing DAST-HBA-00-00-DR-A-PL20_0100 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020, shall be implemented and remain available for as long as the development is in.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

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

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

45) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

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

46) Prior to the first occupation of each phase of the development (save for the enabling works phase) a signage strategy for the entire buildings within that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that phase and used to inform any future advertisement applications for the building.

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

47) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

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

48) The development hereby approved shall include for full disabled access to be provided to the internal courtyard and communal walkways and via the main entrances and to the floors above.

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

49) Prior to the first occupation of each phase of the development (save for the enabling works phase), a strategy to minimise solar glare to the adjacent railway for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall be implemented upon first occupation of that phase of the development and remain in use at all times.

Reason – In the interest of public safety for users of the adjacent railway pursuant to policy DM1 of the Manchester Core Strategy (2012).

Informatives

- The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

- With a development of a certain height that may/will require use of a tower crane, the developer must bear in mind the following. Tower crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by Network Rail's Asset Protection prior to implementation. Tower cranes have the potential to topple over onto the railway; the arms of the cranes could over-sail onto Network Rail air-space and potentially impact any over-head lines, or drop materials accidentally onto the existing infrastructure. Crane working diagrams, specification and method of working must be submitted for review and agreement prior to work(s) commencing on site.

- Network Rail will need to review and agree all excavation and earthworks to determine if the works impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree to the following:
 - Alterations to ground levels
 - De-watering works
 - Ground stabilisation works

Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail.

Alterations in loading within proximity of the railway boundary must be agreed with Network Rail.

- Soakaways, as a means of storm/surface water disposal must not be constructed near / within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. Once water enters a pipe it becomes a controlled source and as such no water should be discharged in the direction of the railway.
 - Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains.
 - Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's property.
 - Proper provision must be made to accept and continue drainage discharging from Network Rail's property.
 - Suitable foul drainage must be provided separate from Network Rail's existing drainage.
 - Drainage works could also impact upon culverts on developers land.

Water discharged into the soil from the applicant's drainage system and land could seep onto Network Rail land causing flooding, water and soil run off onto lineside safety critical equipment / infrastructure; or lead to de-stabilisation of land through water saturation.

- To note are:

- The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays.
 - Maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which can lead to increased levels of noise and vibration.
 - Network Rail also often carry out works at night on the operational railway when normal rail traffic is suspended and often these works can be noisy and cause vibration.
 - Network Rail may need to conduct emergency works on the existing operational railway line and equipment which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends.
 - Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for project or emergency works.
 - The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators, and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited.
- The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey.
- Any assessments required as a part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor.
 - Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority.
 - Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway.
- The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken in proximity of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to:
- As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer

and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA.

For major works / large scale developments an Asset Protection Agreement will be required with further specific requirements.

AssetProtectionLNWNorth@networkrail.co.uk

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: 126944/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:

**Planning Casework Unit
Network Rail
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Greater Manchester Ecology Unit
Friends Of Angel Meadow**

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

Representations were received from the following third parties:

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

