Application Number	Date of Appln	Committee Date	Ward
139986/FO/2024	21 May 2024	21 Oct 2024	Piccadilly Ward

Proposal Demolition of existing part vacant buildings and erection of a part 10 storey,part 27, part 28 storey residential development comprising 359 homes (Use Class C3) with supporting amenity spaces, and associated highways works, landscaping, plant areas, and other associated works

Location Sparkle Street , Manchester, M1 2NJ

Applicant Foras (Sparkle Street) Ltd

Agent Mr Cameron Radford, Deloitte LLP

EXECUTIVE SUMMARY

The application proposes a part 10 storey, part 27, part 28 storey building with 359 homes, supporting amenity spaces, highways works, landscaping, plant areas following demolition of the part vacant buildings on site.

There have been 13 objections.

Principle and the schemes contribution to regeneration: The proposal accords with national and local planning policies, and would bring significant economic, social and environmental benefits. It would develop a vacant, brownfield site which has a negative impact on visual amenity. The proposal is in a highly sustainable area and would contribute to the supply of high quality homes in the city.

Viability & Affordable Housing: It is not viable for the proposal to support on-site affordable housing but there would be an initial commuted sum of £228,000 for off-site affordable housing and there would be a review mechanism for an increase to be secured via a S106 agreement.

Economic Benefits: The proposal would add £22.3m GVA to the Manchester Economy. A local labour proposal would ensure local people benefit and would create temporary and full time equivalent jobs.

Social Benefits: This proposal would redevelop a part vacant, low quality brownfield site close to Piccadilly Station.

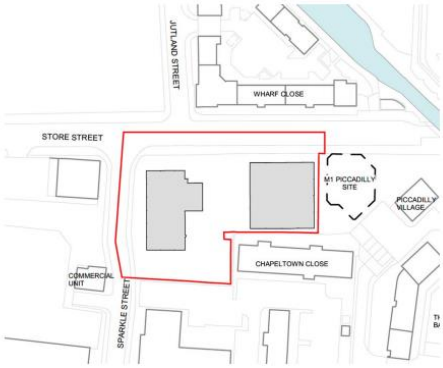
Environmental Benefits: This is a highly accessible area where walking and cycling would be encouraged. External green spaces including a terrace garden for residents and bird and bat boxes would improve biodiversity. The all electric building would reduce carbon emissions as the grid decarbonises. Sustainable drainage would manage surface water. The site is in a poor condition and requires investment. The proposal would improve the site and enhance the legibility and environment of a key route linking Piccadilly Station to the Etihad Campus.

Impact on the historic environment: There would be some harm to the setting of the adjacent Store Street Aqueduct and Ashton Canal. These impacts would be outweighed by the public benefits which would mitigate the harm.

Impact on Local Residents: There would be impacts on daylight/sunlight and overlooking. However, for the reasons set out below and applying para 129 c of the NPPF, the impacts would be acceptable in a City Centre. Construction impacts could be managed to minimise the effects on residents and businesses. Noise outbreak from plant would meet relevant standards. Any disruption to residents and businesses would not be unusual in a City Centre context. This is an area where change is expected, and similar proposals have been approved nearby.

A full report is attached below for Members consideration.

DESCRIPTION OF SITE



This 0.39ha site is bounded by Store Street, a partially cleared site, residential development at Piccadilly Village and Chapeltown St and Sparkle Street. There is a bank of made ground and a retaining wall on the northern boundary between the site

and Piccadilly Village. The site was formerly used as a telephone exchange and is now largely unoccupied with some of the units used for storage space. It contains an 11 space car park and two buildings that are partly used for storage and distribution. The access is from Store Street and the boundary and retaining wall contains shrubs and trees. There are well established residential communities in the area but this part of Store Street has been used for light industrial use for some time.

There are 3 and 4 storey residential blocks at Piccadilly Village to the north east and a 5 storey residential block directly opposite. Jutland House, Navigation House, Wharf Close and Paradise Wharf are 6 - 8 storeys. A part 32/16/12 storey residential development is at the junction of Great Ancoats Street and Store Street (Oxygen), and permission has been granted for a residential scheme on the opposite side of the Aqueduct (part 4, part 11 storey application ref no 126608/FO/2020). The Chapeltown Apartments to the rear of the site sit on the bank of made ground and retaining wall that is approximately 3.5m in height, which is the equivalent of one and a half storeys.

The area has been a priority for regeneration and there has been significant levels of investment and development over the past 5 years. The site is close to the Piccadilly Basin SRF Area; Mayfield SRF Area; Ancoats & New Islington Neighbourhood Development Framework Area; Holt Town Regeneration
Framework Area; and the Kampus SRF Area

The site is in the HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018). The following scheme is being implemented at the nearby Portugal Street East SRF Area : 121099 -The Fairfax -2 residential blocks (29 and 23 storeys); The Leonardo Hotel (122599) (part 13 part ,14 storey), Victoria House (part 25 part 3 storey) residential development (122000); The Castings (Part 25,21,14 and 7 storey) residential development (127317) have been completed.

Consent was granted in 2022 for a 15 storey building (Ferrous) on Chapeltown Street (132214). A 15-storey residential building known as M1 (Ref. 132626) was approve in 2022 on land immediately to the east of the Site, fronting onto Store Street.

Model of emerging and approved development in the Area

The grade II* listed Ashton canal aqueduct crosses Store Street. Other listed buildings nearby include the Stable block to the south east of Junction Works, Piccadilly Station, 40 Ducie Street, Crusader Works, London Warehouse (all Grade II Listed) and London Road Fire Station (Grade II* Listed). The site is not in a Conservation Area but Stevenson Square Conservation Area is 250m away and Whitworth Street Conservation Area 280m.

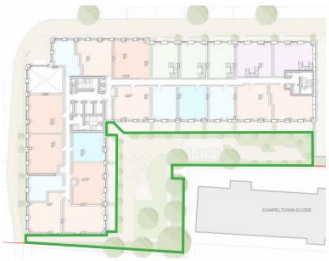
The site is close to Piccadilly Station (100m), New Islington metro-link stop and the Inner Relief Route with access to all sustainable transport options. There are surface car parks near to the site and a multistorey car park adjacent to Piccadilly Station. The site is in Flood Zone 1 with a low risk of surface water flooding and is in a Critical Drainage Area. The site is in an Air Quality Management Area (AQMA). The Ashton Canal SBI is 40m to the north at the Store Street Viaduct.

There is established mixed shrub planting, self-seeded vegetation and mature trees outside the fence on Store Street and Sparkle Street. A block of informal mixed shrub and trees is on the southern part of the site. 17 shrubs and trees could be affected which are classed as follows: 2 category U groupings of trees and scrub vegetation; 10 category C trees and 2 category C hedges; and 3 category B trees. 7 of these trees recorded are located outside the site boundary and will be unaffected by the development and retained, including 2 of the 3 category B trees.

DESCRIPTION OF PROPOSALS

Consent is sought for the erection of a part 10, part 27, part 28 storey (max 86.25m) building comprising 359 homes with amenity space following demolition of the existing buildings on site. There would be 118 x1 bed units, 238 x2 bed units, 3 x 3 bed units and 5 Townhouses on Store Street. They would be PRS homes.

Ground Floor Amenity / Management Area



First Floor Amenity

The homes would comply with or exceed the Residential Quality Guide standards.

There would be shared amenity spaces for residents at ground floor and levels 10 and 26 and landscaped external amenity at Levels 1 and 10. 11 Apartments would have private external terraces. All homes would have Juliet balconies and large opening windows. The Townhouses would have a shallow front garden to create a defensible space from the street.

The building would have an L shaped floorplate comprising a series of connected vertical blocks, ranging from 10 to 28 storeys. The main entrance would be at the corner of Sparkle Street and Store Street. The refuse and cycle storage would be to the rear of the ground floor with plant and back of house space, The back of house and service spaces would be concealed beneath a landscaped terrace.

The massing would be articulated in a series of interlocking vertical forms with height concentrated at the junction of Store Street and Sparkle Street. The Townhouse elevation would be set back from Store Street to create a wider footpath.

The facades would be clad in a mix of glazing and brick in a mix of orange/ red, dark red/brown and light buff / pink tones (with precast light brown lintels above windows with precast cills and coping to match each type of brickwork) and dark brown anodised metal panels and louvres. The elevations would include different bonding patterns to add visual interest. Ventilation would be located within the head of the window openings.

The ground floor entrance would be double height with large areas of glazing.

2 accessible parking bays would be created on Store Street along with one car club space, facilitated through the relocation of some existing pay-and-display bays on Store Street and Sparkle Street. 359 secure cycle space storage are proposed. A drop-off/loading bay would be created on Store Street along with a service road on the eastern edge of the site to allow access to plant and the substation.

The building management regime would include 24-hour on-site security / management. This would ensure that the development is well managed and support long-term occupation.

A Framework Travel Plan has been provided. Ground floor refuse storage would comply with ‘GD 04 Waste Storage and Collection Guidance for New Developments Version: 7.00’, with general; co-mingled; organic and pulpable waste streams. Refuse collections would be by the City Council from Store Street. Residents would segregate waste in their homes and take it to the internal store.

The building entrance would be set back from the pavement. 3 street trees are proposed and a tree within the external space of each Townhouse. There would be hard landscaping around the site perimeter including upgrades to the pavement area in front of the site on Store Street. There would be 27 trees in the landscaping, and shrub and border planting for biodiversity.

The area to the rear of the site between the building and the site boundary with Chapeltown Building would be backfilled.

Members should be aware that the City Council has a land ownership interest in the site and are reminded that they are considering this matter as the Local Planning Authority and must disregard the Councils land interest.

The application is supported by Application forms and certificates and plans; Design and Access Statement; Planning and Tall Building Statement; Landscaping Strategy; Heritage Assessment; Statement of Consultation; Energy Statement; Biodiversity Net Gain Assessment; Ventilation Strategy; Ecological Assessment; Biodiversity Net Gain Assessment;Noise Assessment; Archaeological Assessment; Biodiversity Net Gain Assessment; Phase 1 and 2 Geo-environmental Assessment; Flood Risk / Drainage Strategy; Transport Assessment; Travel Plan; Fire Statement; Crime Impact Statement; TV Reception Survey; Broadband Connectivity Assessment; Construction Management Plan; Aviation Safety Assessment; Air Quality Assessment; Waste Management; Health Impact Assessment and Servicing Strategy; and Environmental Statement including Chapters on Climate Change; Socio-Economic Impact, Daylight, Sunlight and Overshadowing, Townscape and Visual Impact, Wind Microclimate and Human Health.

CONSULTATIONS

Publicity – Nearby residents and businesses have been notified and the application has been advertised in the local press as a major development, a public interest development, affecting the setting of listed buildings, affecting a public right of way and as accompanied by an Environmental Statement. 13 letters of objection have been received.

The comments from objectors relate to concerns about: design and scale and impacts on townscape, impacts on heritage assets, lack of affordable housing, impacts on amenity, privacy and overlooking, impacts on sunlight and daylight levels, loss of trees /impacts on ecology, traffic, highways and parking provision and wind. A summary is outlined below:

Design and Scale and impacts on Townscape

The proposals are too large for the surrounding area and will literally put all other dwellings such as Wharf Close beneath a shadow.

Such a tall structure would go against the local ethos and aesthetic.

Whilst understanding the need for density, 28 stories would be out of character with the surround area. Oxygen tower is mentioned as a precedent but this fronts onto Great Ancoats Street which has other tall buildings already.

A 28 story tower is out of keeping with existing buildings, would look out of place and dwarf it's neighbours. There are no other buildings of this size in the immediate area. The artificial cladding is out of character in an area which is predominantly brick.

I urge you please to reject this planning application and to have the monstrous development re-designed to be of a much lower level in keeping with its immediate and longstanding neighbours in Piccadilly Village, Wharf Close, Home and Paradise Wharf - 3-7 floors. Paradise Wharf was partly named so because of the bright and sunny spot it occupies on the Ashton Canal - if this development goes ahead in its current form then it is going to create dullness, darkness and shadows for both neighbours and all of the Manchester residents and visitors that enjoy the pretty canal footpath on a daily basis on which Paradise Wharf sits, and ruin the light and brightness that it has been afforded for many years.

There are a significant number of properties on Chapeltown Street which are historically low rise 3 and 4 storey apartment buildings and town houses. If a new development is to be considered on this plot it should be in keeping with and respectful of the height of the surrounding buildings.

Impacts on Heritage Assets

The proposal would directly impact on the enjoyment of local heritage assets by the Manchester and visitor community. The Store Street Aqueduct, The Stables, Junction Lead Mills Ashton and the Ashton Canal Tow path views are all within the eyeline of the proposed development and the enjoyment of those will be seriously undermined. The proposal does not integrate with the surrounding buildings at all and will create an eyesore, a blot on the landscape. The walk along the Ashton canal is a lovely one, and is enjoyed by tens of thousands of people on a daily basis connecting East Manchester with the City Centre. It would be a real shame to have this spoiled if the development goes ahead due to the impact on the skyline, sunlight and general ambience of the neighbourhood area - and how the new building absolutely does not fit in.

Impacts on amenity, privacy and overlooking.

The residents of neighbouring buildings that currently look out to clouds and the sky will be subjected to privacy invasion as the new development will directly overlook Wharf Close, Piccadilly Village and Whittles Croft and lead to a deterioration in quality of life for existing residents, being spied on from new neighbouring windows.

Impacts on Sunlight and Daylight

The daylight report shows the negative effects on neighbouring properties but has been ignored stating that they have an unusual amount of daylight to start with. This is not a logical argument. The impact is massive regardless of the starting point for daylight. Clearly the impact is the difference between the current situation and the resulting situation after construction and should be reported as such.

Daylight levels will be reduced enormously at the neighbouring residential buildings

The loss of daylight and sunlight, particularly Wharf Close, Whittles Croft, Junction Works, Jutland House and Piccadilly Village will be significant in terms of the impact on local residents, the excessive height at 28 stories will cause an eclipse for many hours or more during the day, depending on the season at Whittles Croft and more

so for Wharf Close which is directly opposite the proposal, whose residents will be plunged into darkness, which just isn't fair. The size of the building will also cause general darkness for the neighbouring low-rise developments of between 3 and 7 floors, resulting in severe overshadowing.

I do not agree with Deloitte's 'Planning & Tall Building Statement' purporting that a different daylight benchmark and impact assessment should be applied to the Piccadilly area - and to say that the height of the proposed development is in keeping with the existing neighbouring buildings is simply untrue and quite preposterous! The neighbouring buildings are low rise and low density - and the Oxygen building referred to as a supposed valid benchmark many times throughout the application documents is quite some distance away and in no way an immediate neighbour. The report arrogantly states that although there is significant impact on daylight and sunlight, it is relatively 'localised' - implying that existing local residents simply don't matter. And to keep reiterating that the proposal is in line with Strategic Regeneration Framework is grossly exaggerated. In no way does it matches existing buildings, and other high-rise buildings are quite some distance away from the current low-rise area in which the development is proposed.

Many residents of Thomas Telford Basin, benefit from the afternoon sun. If a 10/28 storey development is built on Sparkle Street this will completely block out that afternoon sunlight.

Wind

There is already significant wind impact across the area, particularly between Whittles Croft and Jutland House where there a strong wind tunnel. The proposed development will only exacerbate this and create more of a wind tunnel and unpleasantness for residents.

Store Street / Great Ancoats Street junction is horrendously windy because of the current 36-storey development and development at this height would exacerbate this issue.

Traffic, Highways and Parking provision.

Existing traffic problems would be exacerbated as a result of this development.

Given the reliability of trains in this country and the fact that developments such as HS2 have been cancelled, it is not yet a reality to expect people to go without cars. Local residents already struggle to find a parking space during peak hours and it is not feasible that the development due to its size would not lead to an increase in demand for parking spaces.

There is insufficient off-street parking to service this number of homes, evidently the council does not have the resource to manage parking in this area with cars, taxis, and deliveries regularly and for prolonged periods parked on yellow lines, at junctions and on pavements blocking right of way and causing further damage to already unsafe pavements.

Store Street cannot handle the increased traffic from residents, taxis, delivery drivers, food delivery services. The traffic lights at Great Ancoats St / Store street allow no more than 4 cars through at a time. Store Street is regularly backed up to the aqueduct bringing the whole street to a gridlocked standstill. There have been numerous accidents at the Great Ancoats St / Store street junction due to this.

Ducie Street will be a main feeder road for the proposed development, Ducie Street has been allowed to become a drop off / pick up area and delivery area for the 6/7 hotels on it and Piccadilly Station, again the parking is not managed, it is on occasion dangerous to walk down and always dangerous to cycle down.

There is not sufficient space for disabled residents.

Loss of Trees / Ecology

Any buildings currently in that space are well concealed by old and long established trees that are enjoyed by the community, bringing an area of greenery, a habit for local birds and reducing our carbon footprint and cannot be replaced on a like for like basis

The development will remove mature trees and obliterate wildlife.

Affordable Housing

There should be more provision of low cost housing

Noise / anti-social behaviour

The proliferation of problems associated with Airbnb type short term lets with existing large scaled developments in the area would be exacerbated. ‘Guests’ have been witnessed dumping party detritus, cannisters, empty bottles in the street. Evidently the council does not have the resource to manage these concerning issues as it does not.

Flooding

For the first time in 23 years I witnessed Millbank Street completely flooded, the water must go somewhere.

Other

The commercial interests of the property developer should be fairly balanced against the rights of the existing residents of the low rise developments of Piccadilly East particularly their right to light and privacy.

If this development goes ahead it will totally ruin the view and quality of living, not just for us but for many of our neighbours in our and other buildings. The green view will be obliterated and replaced with a bland and grotesque brick wall, creating darkness and overshadowing too.

A 10/28 storey development would be completely out of character for the area (Chapeltown Street) and massively overshadow / impact the right to light and privacy of residents in the neighbourhood and negatively impact the value of our properties.

There are not the facilities to support so many new residents, local dentist which are taking on new patients are only doing so via a waiting list with a queue that is already infeasibly long.

I strongly object to this eyesore plan and buy to let monstrosity. Please don't approve this for the council tax grab.

The environmental statements for previous developments in this area have proven to be inaccurate given the impacts in terms of wind and traffic above points.

There is a lot of ongoing building work in the area that causes disruption to residents (noise etc). Another project would only add to this.

If it is to go ahead please offer amenities that would improve the local area for all residents, not just those living in the new development. Such as coffee shop, food shops etc.

Head of Highways- Has no objections subject to conditions relating to cycle parking provision on site, off-site highways works including relocation of 2 pay and display bays, creation of 2 accessible parking bays, creation of a loading bay on Store Street, creation of a car club bay on Sparkle Street, installation of dropped kerbs to substation, build out of kerbs on Store Street, resurfacing and reinstatement of footways, installation of double yellow lines on Sparkle Street, a Waste Management Plan, a Travel Plan and a construction management plan.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) - No objections but recommends conditions relating to mitigation of any contamination, acoustic insulation of the premises and any plant and equipment, management of noise within external areas, the storage and disposal of refuse, the hours during which deliveries can take place, air quality management, impacts from light and the management of construction.

Greater Manchester Police (Design for Security) – No objections subject to the measures as set out in the submitted Crime Impact Assessment and supplementary information being implemented as part of the development.

Greater Manchester Ecology Group -The planting and biodiversity improvements proposed, would not achieve the 10% biodiversity net gain required by Schedule 7A of the Town and Country Planning Act 1990 and off site mitigation is required. BNG credits will have to be secured to provide the necessary off site mitigation.

Flood Risk Management Team – Have no objections subject to conditions to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

HS2 – the site falls partly within limits of land that is part of the formal safeguarding directions for Phase 2b of HS2. The section of high speed rail from Crewe – Manchester has been cancelled but that the safeguarding for Phase 2 remains in place. They have requested that an informative is attached to remind the applicant that those Safeguarding Directions are still in place and to advise the applicant to follow any future announcements about safeguarding

Health and Safety Executive (Planning Gateway One)- Are satisfied with the fire safety design to the extent that it affects land use planning.

Environment Agency – Have no objection subject to conditions relating to piling and mitigation for risk from contaminated land.

United Utilities – No objection but have recommended a condition relating to drainage

Greater Manchester Archaeological Unit – The desk-based assessment concludes that the site has high potential to contain archaeological remains of interest, which warrant further investigation. GMAAS concurs and recommends that the site is subject to intrusive archaeological investigation in advance of development which, in the first instance, should comprise an initial phase of evaluation to establish the presence or absence of buried archaeological remains and, if present, their extent and significance. The recommend that the investigation is secured via a condition.

W**ork and Skills** – Recommend a local labour condition for the construction and end use phases including a requirement to a provide report of local labour outcomes.

Manchester Airport , Civil Aviation Authority and NATS Safeguarding - Have no safeguarding objections.

Historic England – Have no comments and suggest that you views of the City Councils specialist conservation and archaeological advisers is sought.

Canal and Rivers Trust – Have requested that during construction the routing of large construction vehicles and plant avoids the listed Store Street Aqueduct to ensure that no damage is caused.

Sport England - Objects as the proposal makes no contribution to formal sports facilities and recommends that sufficient community infrastructure for indoor and outdoor sports facilities are provided to support the increase in population associated with the development. It fails to meet the requirements of Sport England's objective to provide and fails to meet Section 8 of the NPPF. Based on their calculation of demand, Sport England would like to see a financial contribution towards new sports facilities = £627,538

Natural England- Have no objection

ISSUES

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) together with the recently adopted Places For Everyone (PfE) Joint Development Plan. The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles - This is a highly accessible location and the proposal would reduce the need to travel by private car, support the sustainable development of the City and help to halt climate change.

SO2. Economy - Homes in this sustainable location would support economic growth. Jobs would be created in a highly accessible location which would support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S05. Transport - The proposal would be highly accessible, reduce the need to travel by private car and make effective use public transport. Sustainable transport improves physical connectivity and enhances the City's function and competitiveness and provides access to jobs, education, services, retail, leisure and recreation.

S06. Environment - The scheme includes up to date energy efficiency measures in the fabric and construction, would be low carbon and highly sustainable. A travel plan would promote sustainable transport and 359 internal cycle spaces are proposed.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of a regeneration area and would complement developments in the area and improve street level activity and natural surveillance.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe – The proposal would provide homes in an appropriate location close to sustainable transport. It would include communal facilities.

Policy CC5 (Transport) - The proposal would be accessible by a variety of sustainable transport modes and would help to improve air quality.

Policy CC6 (City Centre High Density Development) – This high density development would use the site efficiently.

Policy CC8 (Change and Renewal) – Jobs would be created during construction and operation.

Policy CC9 (Design and Heritage) - The design would be high quality. Its impact on the settings of nearby heritage assets is discussed in more detail in the report.

Policy CC10 (A Place for Everyone) – The proposals would be fully accessible and 62% of the apartments would be M4(2) adaptable.

Policy T1 (Sustainable Transport) – The proposal would encourage modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect people to jobs, local facilities and open space. A transport assessment and travel plan demonstrate that there would be minimal impact on the local highway network.

Policy H1 'Overall Housing Provision' – This is a high-density proposal on a brownfield site in a highly sustainable location. The homes would be attractive to families. Residents' amenity space and public realm are proposed. The waste management arrangements include recycling.

Policy H8 'Affordable Housing' – A Viability Appraisal demonstrates that the scheme is viable and deliverable. A contribution of £228,000 is proposed towards offsite affordable housing. A late stage appraisal would assess whether a greater contribution could be made. This is discussed in more detail below.

Character Areas) – The design would activate streets, enhance legibility and support regeneration. The design is discussed below.

Policy EN2 Tall Buildings - The proposal would have a positive impact on views of the City and its regeneration. Its landmark nature close to the Station would contribute positively to wayfinding. It would be highly sustainable. The impact on the setting of heritage assets is discussed below.

Policy (EN3 Heritage) – The impact on the settings of the nearby heritage assets is discussed below.

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

Policy EN6 The development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies- The proposal would have energy efficient fabric and includes Air Source Heat pumps. A travel plan and cycle provision are proposed.

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

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' – The energy demands in use would be minimised. The building fabric would be high quality and energy costs should remain low.

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

Policy EN8 (Adaptation to Climate Change) – The development would include measures to control overheating of buildings through passive design

Policy EN14 Flood Risk – The site is in Flood Risk Zone 1 with a low risk of flooding. Surface water runoff would be minimised. The design would mitigate flood risk.

Policy EN15 (Biodiversity and Geological Conservation) – The site is not high quality in ecology terms and biodiversity enhancements are proposed.

Policy EN16 (Air Quality) - Construction activities would be controlled to minimise the impact on air quality. The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and minimise traffic emissions. The proposal would not compromise air quality. 359 cycle parking spaces are proposed.

Policy EN17 (Water Quality) – The proposal is unlikely to cause contamination to surface watercourses. The impact on water quality can be controlled and a condition would minimise any risk to below ground water quality.

Policy EN18 (Contaminated Land and Ground Stability) - Remediation is required before the site can be developed but ground conditions are not complex. Conditions can protect ground water and ensure the site is remediated.

Policy EN19 (Waste) - The development would be consistent with the principles of waste hierarchy. A Waste Management Strategy sets out how waste production would be minimised during construction and operation. The on site management team would manage various waste streams which includes recycling within homes.

Policy DM1 (Development Management) – Consideration has been given to the design, scale and layout of the building along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations and impact on wind conditions.

DM2 'Aerodrome safeguarding' - the proposal would not impact on aerodrome safety.

PA1 'Developer Contributions' There would be an upfront contribution to the delivery of off site affordable housing of £228,000. A review mechanism would require the provision of affordable housing to be considered at a later stage.

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

Saved UDP Policies

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

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

Saved Policy DC18.1 Conservation Areas –The impact on the setting of adjacent conservation areas is discussed in the report.

Saved Policy DC19.1 Listed Buildings – The impact on the setting of nearby listed buildings is discussed in the report.

Saved Policy DC20 Archaeology – There could be archaeological remains on the site which may be of local significance which should be properly recorded.

DC22 (Footpath Protection) - The development would improve pedestrian routes in the local area through ground floor activity and repaving.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

For the reasons given above and in the main body of the Report, it is considered that the proposal is consistent with the policies contained within the UDP.

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester.

The Plan is now adopted planning policy and its policies must therefore be given significant weight in the planning balance

The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – This proposal would provide 359 new homes. Providing residential accommodation in a sustainable location is an essential component of the City's housing strategy.

Objective 2: Create neighbourhoods of choice – This proposal would develop a brownfield site close to jobs, amenities and public transport. The proposal would provide a variety of residential accommodation sizes to meet a wide variety of family needs and circumstances.

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

Objective 4: Maximise the potential arising from our national and international assets –The proposal would provide an appropriate development on a strategic through route removing a underutilised and poor quality site from the area creating a high quality development with enhanced street level activity and legibility.

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

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance of Piccadilly stations, Metrolink stops and have with access to the local bus connections at Piccadilly Gardens.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes Air Source Heat Pumps.

Objective 8: Improve the quality of our natural environment and access to green spaces – Biodiversity would be improved, there would be external planted areas for use by residents and surface water would be managed.

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

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

Policy JP-Strat1: Core Growth Area- The development would support economic growth and the residential accommodation pipeline within the city centre. It would create jobs during construction and when in operation.

Policy JP- Strat2: City Centre- This would be a high density scheme in a highly sustainable location.

Policy JP-S2: Carbon and Energy – The proposal would include MVHR served from Air Source Heat Pumps and would exceed the requirements under Part L 2021.

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

Policy JP-S6: Clean Air – 2 accessible parking spaces and a car club space would be provided on Store Street. Construction activities can be mitigated to minimise the impact on air quality.

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

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include apartments in a variety of sizes together with amenities and a management suite. 62% of apartments would M4(2) compliant. Specific site conditions make the delivery of 100% impracticable and this is discussed later in this Report.

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

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be on site planting and potential for inclusion of bird and bat boxes which would increase biodiversity. The Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024 (GOV.UK, 2023) are not demonstrated by the Biodiversity Net Gain (BNG) assessment submitted with the application and BNG credits will have to be secured off site.

JP-P1 Sustainable Places – The proposal would develop an underutilised site. The development would promote recycling.

Policy JP-P2: Heritage – The architecture and materiality would be high quality and minimise and impacts on the setting of nearby heritage assets.

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

Policy JP-C4: Streets for All – The upgrade of the footways would support an integrated network of streets and improve permeability and accessibility to the city centre.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport.

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, 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.

For the reasons set out later in this report the proposals would be consistent with these principles and standards.

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

The site of the current planning application falls within the area designated as Piccadilly. This identifies the wider Piccadilly area as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city.

The proposed development would be complementary to the realisation of the opportunities set out above. It would complement the process of establishing a sense of place which the emerging developments within the adjacent Portugal Street East Neighbourhood have begun to establish. It would, along with other pipeline developments within area contribute to the process of strengthening connections between Piccadilly and the communities of East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

Manchester Housing Strategy 2022-2032 – This seeks to deliver 36,000 new homes by 2032, including 10,000 affordable homes (some 28% of total delivery) and supports high density housing in the core of the conurbation. The proposed development would go some way to contribute to achieving the above targets and growth priorities but would not deliver any affordable homes. The provision of affordable homes is covered in more detail later in this Report.

Stronger Together: Greater Manchester Strategy 2016-2025 - This is the sustainable community strategy for the Greater Manchester City Region. The Manchester Strategy 2016-25 also identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region and a high quality of life. All its residents are able to contribute to and benefit from sustained prosperity.

The proposed residential accommodation would support and align with the overarching objectives promoted by the City Region via the GM Strategy.

Manchester Green and Blue Infrastructure Strategy 2015 -The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and

development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

- Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;

- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;

- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and

- 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.

The inclusion of bat and bird boxes to be secured by a condition and greenery within the external communal terraces would enhance biodiversity at the site.

Relevant National Policy
The revised NPPF re-issued in December 2023. The document states that the ‘purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the ‘objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs’ (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

There is a Government Consultation under way in relation to a draft update to the guidance contained within the National Planning Policy Framework and those proposed draft changes have been fully considered in relation to this report and the associated recommendation.

Section 5 ‘Delivering a sufficient supply of new homes’ states that a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of

an areas identified housing need as possible, including with an appropriate mix of housing types for the local community' (paragraph 60).

Paragraph 66 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site in a key regeneration area for up to 359 homes. A mixture of 1, 2 and 3 bed homes would cater for families. The proposal would not be able to support affordable housing on site but there would be an upfront contribution to offsite affordable housing of £228,000, which would be reviewed at a later date. This is set out in detail in the report.

Section 6 'Building a Strong, Competitive Economy' states that Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (para 85). The proposals would create jobs during construction and operation. These benefits are further quantified below.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (para 96). The proposal would be safe and secure. Cycle parking is provided.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (para 109).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 114).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 116)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 117).

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

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 124).

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

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further

improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 128).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 129 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would re-purpose an underutilised brownfield site ich has a negative impact on the street scene. The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The residential accommodation would meet known regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site. This would be a car free development reducing car journeys to and from the site.

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

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning

decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

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

The design would be high quality and complement existing architecture styles within the area. The building would be sustainable and low carbon. The Proposed Development would include biodiversity enhancements and green infrastructure.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 157).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 159).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 162).

The buildings fabric would be highly efficient and it would predominately use electricity. Efficient drainage systems would manage water at the site.

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

remediating contaminated land. High performing fabric would ensure no unduly harmful noise outbreak on the local area. Recommendations are made within an Ecology Assessment about biodiversity enhancements.

Paragraph 189 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination. There is contamination at the site from its former uses. The ground conditions are not usual or complex and can be appropriate remediated.

Paragraph 191 outlines that decisions should ensure that the development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

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

The proposal would not worsen local air quality conditions and suitable mitigation can be put in pace during construction. A travel plan and access to public transport encouraging alterative travel choices. The site is within Zone 1 of the Environment Agency flood maps and has a low probability of flooding.

<u>Section 16 ‘Conserving and enhancing the historic environment’</u> states that in determining applications the following considerations apply:

Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generation (para 195).

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 (para 200).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (para 203).

When considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to its conservation (and the more important the asset, the greater the weight should be), irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm (para 205).

Any harm to, or loss of, the significance asset (from alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of: a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional (para 206).

Where a proposal will lead to less than substantial harm, the harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use (para 208)

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 (para 209)

Local planning authorities should look for opportunities for development in Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably (para 212).

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

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

Planning Policy Guidance (PPG)- The relevant sections of the PPG are as follows:

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

Examples of mitigation include:

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

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

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;

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

- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;

- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

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

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

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

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

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

Public benefits may also include heritage benefits, such as:

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

Conservation Area Declarations

Stevenson Square Conservation Area Declaration

The application site lies within Stevenson Square conservation area located on the north-eastern edge of the city centre of Manchester. It was designated in February 1987 and was subsequently extended in December 1987 to include houses on Lever Street and Bradley St. The Stevenson Square conservation area represents a significant portion of the city centre in which the majority of Victorian buildings remain intact. The majority of buildings of architectural or historic interest in the conservation area are Victorian or early-20th century. Most are related to the cotton industry, often warehouses, showrooms or workshops. These buildings are taller than the earlier examples and create a varied matrix of building mass, divided by largely dark, narrow streets. One of the key aims for the area is to improve and restore this characteristic where it has been eroded.

Ancoats Conservation Area Declaration

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world. Furthermore, the concentration of mill buildings within Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s. Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

Other National Planning Legislation

Legislative requirements

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

S72 of the Listed Building Act 1990 provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area.

Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) sets out the mandatory planning requirements for Biodiversity Net Gain.

S149 (Public Sector Equality Duty) of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact

Assessment) Regulations 2017 and National Planning Practice Guidance (2017).

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas: Townscape and Visual Impact; Built Heritage; Sunlight and Daylight and Overshadowing; Wind Microclimate; Climate Change and Cumulative Effects. The Proposed Development is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current site condition as a cleared site.

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

In accordance with the EIA Regulations, this ES sets out the following information: - A description of the proposal comprising information about its nature, size and scale; - The data necessary to identify and assess the main effects that the proposal is likely to have on the environment.

- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets.

- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and

- Summary, in non-technical language, of the information specified above. It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation. Conservation Area Designations

Principle of the redevelopment of the site and the Schemes Contribution to Regeneration

Regeneration is an important planning consideration. There has been a significant amount of regeneration in Piccadilly over the past 20 years through private and public sector investment. Major change has occurred at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle and Kampus. This will continue at areas such as North Campus and as the City Centre Core continues to expand to areas such as Holt Town and New Islington.

Manchester continues to grow. The city centre population has increased significantly in the last 25 years and is expected to increase considerably by 2030. This together with trends and changes in household formation, requires additional housing and this proposal would contribute to this need.

Providing the right quality and diversity of homes including affordable homes, is critical to economic growth and regeneration in order to attract and retain a talented workforce and critical to maintaining the City's population growth. These homes would be in a well-connected location, adjacent to major employment and areas earmarked for future employment growth.

This previously developed brownfield site is in a highly sustainable well-connected location. It has a poor appearance and a negative impact on the street scene and fragments the streetscape. The positive use proposed would benefit the surrounding area. The increased ground level activity and improved connectivity would integrate the site into the urban grain. Enhanced legibility would create a more vibrant and safer pedestrian environment which would improve the impression of the area.

The provision of homes would meet known regeneration requirements. The proposal would be of an appropriate quality and enhance its surroundings and respond architecturally to its context. It would be a well-designed place which would be visually attractive and sympathetic to local character and would create a strong sense of place to the north east of Piccadilly Station.

The development would deliver significant economic and social benefits including employment during construction and in the building management on completion. It is anticipated that 105 full-time equivalent (FTE) jobs per annum would be generated during the 2.5 year construction phase and further 5 FTE on completion. These would contribute approximately £22.3m GVA. Multiplier effects from indirect or induced benefits from spill-over spending through the supply chain and through consumer spending from wages being derived or spent locally would generate a further 131 full-time equivalent (FTE) per annum jobs during construction.

A condition for a local labour agreement would ensure discussions can take place with the applicant to fully realise the benefits of the proposal. Approximately £6.84m will be spent back into the local economy through resident expenditure. That level of spending is expected to support the equivalent of 13 FTE jobs.

The proposal would use the site efficiently and effectively in line with Paragraph 123, 124(d) and 128 of the NPPF. It would improve the environment in a sustainable location and deliver high quality homes with safe and healthy living conditions. It would be close to major transport hubs and promote sustainable economic growth. It would be consistent with the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives.

Street level activity in this area is poor and the benefits of the development and the mitigation for the loss of green infrastructure would outweigh any visual or ecological harm and the Greater Manchester Ecology Group have no objection.

Viability and affordable housing provision

The amount of affordable housing required should reflect the type and size of development and take into account factors such as an assessment of a particular

local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, where a viability assessment demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; 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.

359 PRS homes are proposed. The delivery of homes is a council priority. It would improve the sites perimeter and create active frontages. It would have a good quality appearance and comply with the Residential Quality Guidance. All of these matters have an impact on viability.

A viability report has been made publicly available through the Councils public access system. This has been independently assessed, on behalf of the Council, and its conclusions are accepted as representing what would be viable in order to ensure that the scheme is deliverable to the highest standard. A benchmark land value of £ £2,508,204 is within the expected range based on comparable evidence.

A profit of 12% on GDV is proposed which is below the suitable range of 15 - 20% set out within the Viability Guidance set out in the NPPF. The conclusion of the independent assessment was that the scheme can support a contribution towards off site affordable housing of £228,000 and remain viable to the quality proposed

Whilst it is acknowledged that the affordable housing target of 20% has not been met in full, an initial contribution would be secured. The proposal remains complaint with policy H8 as the viability assessment concludes the scheme would not be deliverable if a 20% contribution was provided. This therefore ensures that the scheme is viable and can be delivered to the quality proposed.

Provision should be made in the section 106 agreement to include an affordable housing review should economic conditions change. This would determine at a future date any uplift in market and economic conditions which may improve the viability to allow a greater contribution towards affordable housing to be secured in line with the requirements of policy H8. This would seek to secure the maximum amount of affordable housing without rendering the scheme unviable. The review mechanism would take place when a significant proportion of the homes have been delivered, and given it is anticipated that values should increase over time, this would allow for greater clarity regarding the financial viability of the scheme. Actual costs incurred would be known and inputted into the viability assessment. In addition, it would also include sales values allowing greater certainty around profit levels.

It is anticipated that by the time the scheme is completed, values will have increased. It is therefore considered that a review of the actual scheme at a later stage is appropriate to test sales and costs and determine any change in market conditions which would improve viability and allow an affordable housing contribution in line with policy H8. This would also comply with the requirements of policy EN2 which require proposals for tall buildings to be both viable and deliverable

Residential development - density/type/accommodation standards

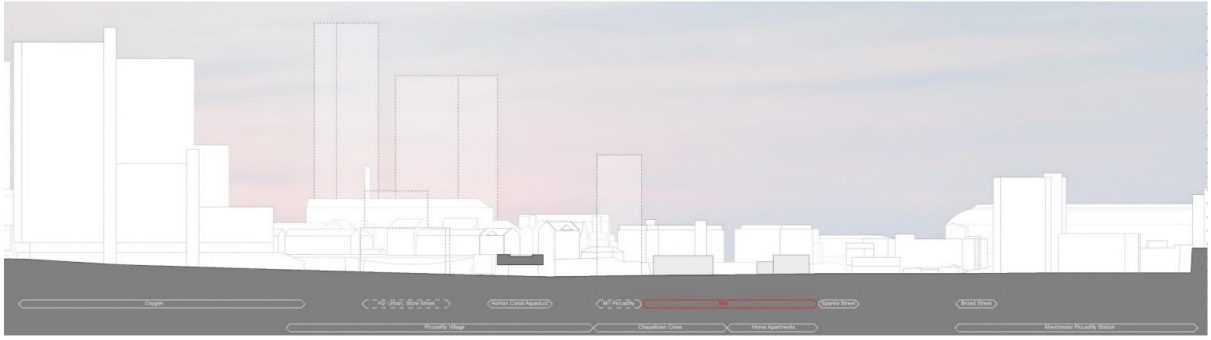
All homes would meet, and some would exceed, space standards. All homes would have a MVHR system to draw filtered air and would have high ceilings and large windows to maximise natural sunlight and daylight.

The mix and size of the homes would appeal to single people and those wanting to share. The 2 and 3 bed homes would be suitable for 3 to 5 people and could be attractive to families and those downsizing. They could be converted to meet all needs. Their open plan arrangement responds to contemporary lifestyles. Resident's terraces would encourage interaction and promote a sense of community.

There would be 24 hour on-site security / management. A condition would require a management strategy and lettings policy and a management strategy for the public realm including the hours of operation of the private terraces. This would ensure that the development is well managed and maintained and support long-term occupation.

<u>CABE/ English Heritage Guidance on Tall Buildings</u>

One of the main issues to consider is whether a 10/27/28 storey building is appropriate in this location and this needs to be assessed against the relevant policies in the NPPF and Core Strategy Policies that relate to Tall Buildings, and the criteria set out in the Guidance on Tall Buildings published by English Heritage and CABE.



Emerging context of approved and on site development within the area

Principle of height, massing and design

The Core Strategy requires tall buildings to create a unique, attractive, and distinctive City. They should enhance the character and distinctiveness of the area without adversely affecting valued townscapes or landscapes or intruding into important views. The site and its context and the lack of street level activity undermine the quality and character of the area.

Development in this area has generally been lower density ranging from 2 to 5 storeys. More recent schemes around Piccadilly Station include much taller and much higher density developments as the City Centre expands towards Ancoats and New Islington. The site is close to Piccadilly Station, an important gateway city and the proposal could improve legibility.

The scale, form and massing has sought to minimise impacts on adjacent residents and the adjacent plot, in terms of overlooking and overall impacts on sunlight and daylight and the higher elements are on the corner of Sparkle Street and Store Street.

There are different architectural styles and materials on Store Street. The proposal would be a modern brick building but with a greater ratio of glazing to solid and elongated vertical proportions which would produce a lighter weight appearance.

The detailing and quality of the materials can be controlled by a condition. The contemporary approach is appropriate and would deliver the quality required by the SRF and local and national planning policy.

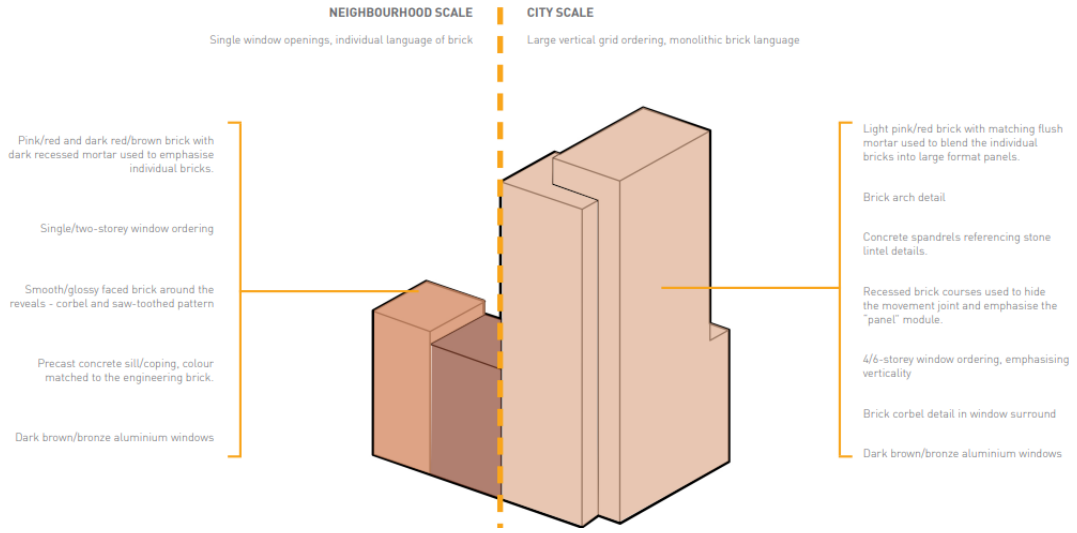
<u>Credibility of the Design</u>

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the design, procurement and construction process. The design and technical team recognise the high profile nature of the proposal. The proposal has been prepared by a consultant team with experience and expertise of schemes in Manchester, particularly tall buildings, and are therefore familiar with the issues associated with developing high quality buildings.

Architectural Quality

The key factors are scale, form, massing, proportion and silhouette, materials and relationship to other structures. Proposals of this scale should be an exceptional and well considered design. The quality of the detail, including window recesses and interfaces between the different components are key successful design.

The materials would be high quality. The contemporary design would be appropriate and acceptable in its context. The brick varies between each block which would help to break up and articulate the massing. The colours reflect bricks in the area, in a palette of reds, oranges, browns and buff/light pinks. The precast concrete and brick above window opening would reference the stone/ brick lintels on historic buildings. The single, double and multi-level vertical ordering provides hierarchy proportioned openings seen in many historic buildings in Manchester.



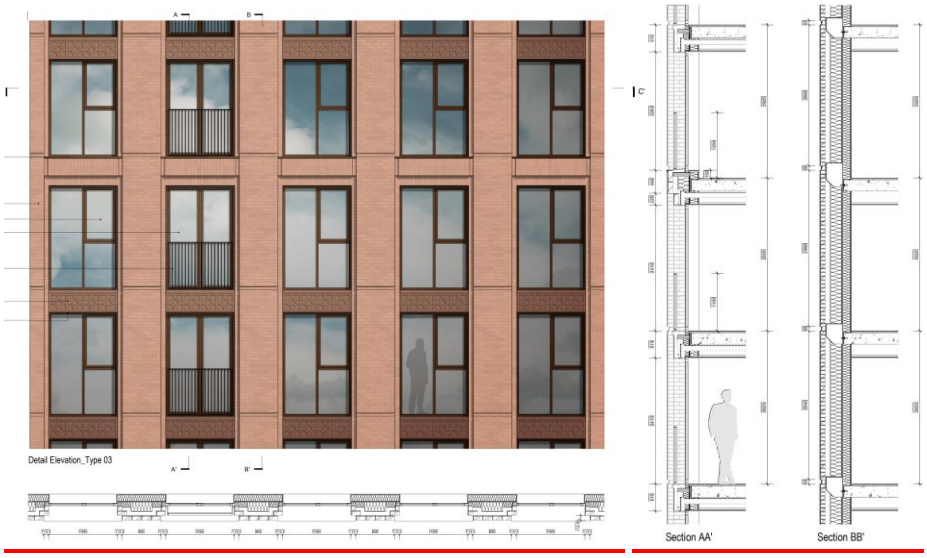
The window surrounds on one of the lower blocks facing Store Street would be corbelled red brick to replicate the detail seen on nearby warehouse buildings. This brick would be used to create a decorative spandrel. The precast concrete sills would match the colour of the smooth-faced red brick. The dark brown/bronze would reinforce the window reveal.

The second lower block facing Store Street would be a deeper, darker red/brown. This window ordering would be single-storey and reflect that seen on neighbouring buildings. The precast concrete cills would match the brick colour. The dark brown/bronze colour of the windows matches the balustrade of the Juliet balconies. The corbel detail that surrounds the sides and top of the windows and the soldier course would reenforcing the heavy, robust aesthetic of listed building. A perforated metal panel would be concealed in the soffit of the window reveal.

The base of the lower would be the same tone but the windows would have a single deep reveal with a sawtooth detail down the sides of the openings. A continuous precast concrete sill separates the ground and first floor from the levels above.

The different height and detailing would ensure that the lower blocks appear as separate buildings.

The tower would have a 4-storey ordering, with precast concrete spandrels at intermediate levels. The overall opening would be framed by a brick corbel detail, in a light buff/pink brick.



The topmost level of the higher ‘Tower’ element would contain a residents amenity space, and this would have arched openings. Above the arch is a precast coping.

A
B
C
Detail Elevation_Parapet 02
A'
B'
Section AA'
Section BB'

A
B
Detail Elevation_Type 04
A'
B'
Section AA'
Section BB'

A
B
Detail Elevation_Parapet 03
A'
B'
Section AA'
Section BB'

All street facing service areas would have perforated/ decorative aluminium panels with louvre system behind in dark brown/bronze anodised aluminium.

A condition requiring samples of materials and details of jointing and fixing details and a strategy for quality control would be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

<u>Contribution to Improving Permeability, Public Spaces and Facilities and</u> <u>Provision of a Well Designed Environment</u>

– Proposed Landscape General Arrangement (Reform, 2023)

This development and active frontage onto Store Street would enhance connections from Piccadilly Station to Ancoats and New Islington. Improvements to the pedestrian environment would improve legibility and linkages to adjacent areas. The scheme would provide passive security on Store St and Sparkle Street improving safety and help to revitalise the area.

Moving the Townhouse elevation back allows for the creation of a wider footpath on Store Street and a defensible zone in front of townhouses and allow a service free area for street tree planting.

27 trees, including 3 street trees on Store Street are proposed around the building perimeter and in the resident’s external amenity area.

<u>Sustainability / Climate Change Mitigation: Building Design and Performance (operational and embodied carbon) –</u>

There is an economic, social and environmental imperative to improve the energy efficiency of buildings. Larger buildings should attain high standards of sustainability

because of their high profile and impact. The energy strategy sets out how the operational and embodied carbon would contribute to Net Zero Carbon targets.

An Energy Statement and Environmental Standards Statement assess physical, social, economic and environmental effects in relation to sustainability objectives. They sets out the measures that could be incorporated across the lifecycle of the scheme to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing.

The development would achieve an 7% improvement on the requirements of Part L 2021.

The building would be all electric with Air Source Heat Pumps and PV's generating some low carbon heating and hot water. The infrastructure would allow the scheme to become zero carbon over time as the grid decarbonises.

Energy efficiency measures have been incorporated into the design to meet the demand of the building, including: • Electric Panel, Convector, or radiant heaters • Thermostats and programmer • Heat recovery to the accommodation mechanical ventilation systems • High efficiency LED lighting throughout • Air source heat pumps to generate low carbon heating and hot water for the development.

A net zero carbon built environment means addressing all construction, operation and demolition impacts to decarbonise the built environment value chain. Embodied carbon is a relatively new indicator and the availability of accurate data on the carbon cost of materials and systems is evolving. Circular economy principles have been integrated in the design philosophy from the early stages, to maximise opportunities for designing for longevity, adaptability and flexibility, and reducing the whole life carbon impacts of the Proposed Development and a Whole Life Cycle Analysis (WLCA) assessment has been carried out.

Mitigation measure to ensure that the proposal would follow circular economy principles, have been recommended and this can be secured through a condition.

The key recommendations are as follows:

- Whole life embodied carbon reduction measures including optimising material usage, use of low carbon materials, reducing construction waste and using fewer finish materials (for wall, floor, ceiling, façade).

- A lean design philosophy drives both efficiency in terms of material use.

- Concreting Works - Only specify responsibly sourced concrete and reinforcement.

- Modern Methods of Construction (MMC) – Presently the design has been based on in-situ construction. However, the current element sizes safeguard

the potential to utilise elements which can be manufactured off site to reduce material use and waste. Opportunities for this project would be:

- Precast concrete columns, slabs and walls; Precast Concrete Stairs (or other forms of pre-assembled stairs); Pre-fabricated welded reinforcement

- Earthworks – minimise the volume of materials being taken off-site by crushing the existing hardstanding and brick obstructions to re-use for the piling matt and review of levels to achieve a cut and fill balance.

The proposal would make a positive contribution to the City's carbon reduction objectives and is, subject to the ongoing decarbonisation of the grid, capable of becoming Net Zero Carbon in the medium to long term whilst achieving significant CO2 reductions in the short term.

Design Issues, relationship to context and the effect on the Historic Environment

This considers the design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces. The potential heritage impacts on their significance and/or their setting include the impacts on the Ancoats, Stevenson Square and Whitworth Street / Princess Street Conservation Areas, Store Street Aqueduct (Grade II*), Piccadilly Train Shed and Undercroft (Grade II), Crusader Works (Grade II), The former London Warehouse (Grade II), Junction Lead Mills and Stable block to the south-east of Junction Lead Mills (Grade II), 32 and 34 Laystall Street (Grade II), Entrance Way and Lodge to yard of Rochdale Canal Company (Grade II), Rochdale Canal Locks 84 and 85 (Grade II), Iron and Steel Warehouse (non-designated heritage asset) and the Ashton Canal (non-designated heritage asset).

Impact on Designated and Non Designated Heritage Assets and Visual Impact Assessment

The proposal would have no physical impact on the grade II* listed aqueduct. The height and scale of the development could impact on the setting of the nearby conservation areas and wider townscape impacts have been tested.

The effect on key views, listed buildings, conservation areas, archaeology and open spaces has been assessed. When seen from radial approaches, the density of the city centre skyline is evident. There are historic and larger, modern buildings nearby, but the proposal should not undermine the setting of heritage assets.

A Heritage Assessment used Historic England's guidance on the Setting of Heritage Assets (Historic Environment Good Practice Advice in Planning Note 3, Second Edition). (December 2017) to assess the impacts on affected Heritage Assets. A Townscape and Visual Impact Assessment (TVLA) was undertaken in accordance with the Guidelines for Landscape and Visual Impact Assessment, 3rd edition, 2013 (Landscape Institute and Institute for Environmental Management and Assessment) (GLVIA3) and Townscape Character Assessment, 2017 (Landscape Institute

Technical Information Note 05/2017) (Revised April 2018); The assessment has analysed the impact on the townscape significance from 12 views and the heritage context. The impact on the setting of listed buildings in 6 of these views are considered to be relevant for assessment in terms of heritage impact. The TVLA has included consideration of changes to townscape, changes to urban grain, changes to building heights and changes to site character.

The Core Strategy seeks to ensure that development complements the City's building assets, including designated and non-designated heritage assets. When seen from the radial approaches to the city, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city. The impact on the local environment, the street scene and how it would add to its locality is also important. The proposal would be taller than some of the nearby tighter and lower rise urban grain.

Visual Impact on setting of Designated and Non-Designated Heritage Assets and Townscape and Visual Impact Assessment

There are no significant effects on the 9 Townscape Character Areas assessed. The predicted townscape effects on 2 area are minor- moderate beneficial and minor – moderate neutral. The predicted impact on 7 others would be negligible.

Viewpoint Locations

Viewpoint 1 Baseline

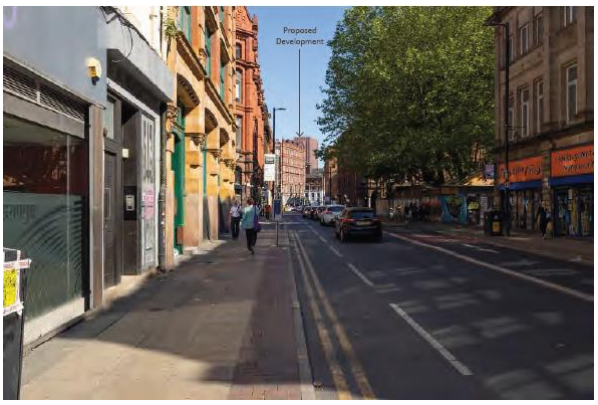
Viewpoint 1 Proposed

Viewpoint 1 Cumulative

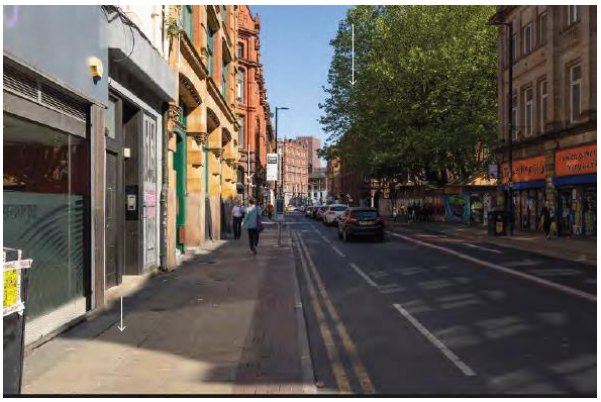
Baseline (View 1 View from Piccadilly (street) adjacent to Piccadilly Gardens) from a small portion of Piccadilly Gardens to the right and the carriageway of Piccadilly to the left. Mature trees are prominent to the left. Built form is varied with a mixture of architectural character and age. One Piccadilly is the primary building with others glimpsed beyond trees.

Townscape Impacts The proposal is behind buildings and trees. A small portion of the tower may be glimpsed but is unlikely to be perceivable to the casual observer. The magnitude of change would be negligible. The overall visual effect would be negligible in townscape terms. There would be no additional cumulative impacts.

Viewpoint 2 Baseline



Viewpoint 2 Proposed



Viewpoint 2 Cumulative

Baseline (View southeast from Dale Street) is an axial route through the Northern Quarter in the Stevenson Square Conservation Area with buildings situated to the back of footpath, approximately 5-6 stories in height. It shows the setting of a group of listed buildings in the Conservation Area. The Dale Street frontage is almost entirely made up of listed buildings and is a key view of the distinctive heritage assets which creates a sense of place. A large mature tree is a prominent and positive element within the otherwise hard view.

Townscape Impacts The alteration to the view would be minor but its overall character would not be adversely changed. The proposal would be glimpsed in part above the rooftops of buildings in the background. Its façade colour and window pattern appears similar in character to buildings in view. The magnitude of change would be low. The overall visual effect would be minor-moderate neutral in townscape terms. There would be no additional cumulative impacts.

Impact on Setting of Heritage Assets The uppermost part of the proposal would be visible above buildings in the background. It would appear as a high-rise building in the distance and would not alter the key elements which define the character of the Conservation Area, such as the frontage of the listed buildings on Dale Street, which remain fully visible and appreciated. There would be a slight adverse impact on the character and appearance of the Stevenson Square Conservation Area and on the setting of the heritage assets.

Viewpoint 3 Baseline

Viewpoint 3 Proposed

Viewpoint 3 Cumulative

Baseline (View southeast from within Stevenson Square) is adjacent to Lever Street and looks southeast across Stevenson Square. The view is contained on both sides and in the distance by street trees and 5-6 storeys buildings. Architectural character is generally consistent with distinctive heritage qualities, creating a notable sense of place.

Townscape Impacts The proposal is not visible and the view would not be altered. The magnitude of change would be negligible. The visual effect would be negligible in townscape terms. There would be no additional cumulative impacts.

Viewpoint 4 Baseline

Viewpoint 4 Proposed

Viewpoint 4 Cumulative

Baseline (View southwest from Redhill Street) is a distant view that looks out from the southern boundary of the Ancoats Conservation Area and includes mid- and high-rise buildings. To the left is the parapet wall of the Rochdale Canal with mature

trees beyond. There is an assortment of modern and heritage buildings in the background in the city centre. The view is contained by the Grade II* Listed Royal Mills to the right and demonstrates the setting of the canal, locks and canal bridges within the Ancoats Conservation Area.

Townscape Impacts The taller is situated behind a mature tree on the left. As the tree is deciduous and the tree line continues along canal, visibility of the tower may be notably more from other nearby locations where trees aren't and during winter. The tower extends considerably above rooftops and although it will only occupy a partial portion of the view, it would be a perceivable change. That impact would be mitigated by its colour and its relationship with the redbrick heritage buildings in view. It would not introduce any discernible difference in aesthetic and perceptual quality in comparison to the baseline conditions. The magnitude of change would be medium. The overall visual effect would be moderate neutral in townscape terms.

The introduction of the cumulative elements would not reduce the visual change from the proposal. The cumulative site would not significantly break the skyline, nor extend any higher than the proposal. The cumulative site would contribute to a generally low-mid height roof line in the background and there would be no alteration to the perceived change from the proposal. The magnitude of change would remain medium. Cumulative impacts would be moderate neutral.

Impact on Setting of Heritage Assets The proposal would form part of the mid- and high-rise buildings on the skyline. Key elements, such as the façade of early mills and the canal, will remain fully visible and appreciated. This new high-rise proposal in the distance would have very little impact on the setting of the canal, locks and canal bridges in the Ancoats Conservation Area. Consequently, there would be no impact on the settings of the conservation area and designated heritage assets.

Viewpoint 5 Baseline

Viewpoint 5 Proposed

Viewpoint 5 Cumulative

Baseline (View southwest across New Islington Marina) is from the edge of Ancoats Conservation Area adjacent to Rochdale Canal where views are more distant. The foreground is dominated by the marina and comprises narrow boats. Beyond is Cotton Field Park, which consists mature trees and lawns.

Townscape Impacts There would be a minor alteration, but the character of the view would not be changed. The proposal would be partially visible above a group of mature trees, of evergreen and deciduous species. During winter months, the tower would be more visible, but the general extent of tree cover and the presence of other tall buildings, including Oxygen mean that the change would only be slightly perceivable and not notably affect the character or quality of the view. The magnitude of change would be low. The overall visual effect would be minor /moderate neutral in townscape terms.

There would be limited visibility of the cumulative site through the mature trees in the background. The cumulative site would not extend higher than, nor be any more visually prominent than the proposal. As such there would be no alteration to the perceived change in the view brought about by the proposal in addition to other cumulative sites. The magnitude of change would remain low. The overall visual effect would be minor /moderate neutral in townscape terms.

Viewpoint 6 Baseline

Viewpoint 6 Proposed

Viewpoint 6 Cumulative

Baseline (View southwest at junction of Old Mill Street Junction and Great Ancoats Street.) is from a key junction at the end of Store Street. The foreground is dominated by Great Ancoats Street and highway infrastructure. The left is contained

by Oxygen Tower. A cluster of low-level brick buildings, some of which are disused, and a group of trees make up the centre and right background.

Townscape Impacts

The proposal would introduce a noticeable change, but the tower would locally break the skyline above lower buildings in the foreground and would not extend beyond height of Oxygen Tower. The magnitude of change would be medium. The overall visual effect would be minor/ moderate neutral in townscape terms.

The upper levels of cumulative sites would be partially visible behind existing buildings. They would sit in front of the proposal and obscure approximately half of the visible elements, leaving only the upper levels of the proposal visible. This would notably reduce its visual presence, although it will remain one of the tallest buildings visible. The magnitude of change would be low. The overall visual effect would be minor neutral in townscape terms.

Viewpoint 7 Baseline

Viewpoint 7 Proposed

Viewpoint 7 Cumulative

Baseline (View southwest from Great Ancoats Street Road bridge over the Ashton Canal) is experienced when crossing the bridge over Great Ancoats Street and from the canal towpath, looking north-west. It shows the canal and footpaths in the centre and modern residential schemes that abut the canal towpath. There are consistent and regular red brick, 3-5 storey apartment buildings on both sides of the canal. There is a distant glimpsed view of the top of the tallest Deansgate Tower.

Townscape Impacts A large amount of the tower would break the skyline and introduce new architecture and scale that is different to the distinctive and consistent

building height and appearance along the canal. The materials of the proposal do relate to the existing red brick buildings, this would not significantly mitigate the impact of the scale and height of the proposal. The magnitude of change would be medium. The overall visual effect would be moderate adverse in townscape terms. The magnitude of change would remain medium. There would be additional cumulative impacts

Impact on Setting of Heritage Assets The proposal would be highly visible and would introduce a high-rise element in the distance, amongst mid-rise development. That impact would be mitigated through visually clustering with the residential buildings that line the canal. Consequently, there would be a slight adverse impact on the settings of the non-designated Ashton Canal.

Viewpoint 8 Baseline

Viewpoint 8 Proposed

Viewpoint 8 Cumulative

Baseline (View southwest from Store Street Aqueduct) is a footpath on the Grade II* Listed Aqueduct and includes views of boat users. In the foreground is the Ashton Canal and the stone parapet wall and buttresses of the Grade II* Listed Aqueduct. The upper floors of nearby red brick, 4-5 storey apartment buildings are just beyond, the closest of which is adjacent to the aqueduct. Several mature trees are visible. 111 Piccadilly Tower is glimpsed in the background.

Townscape Impacts The proposal would change the view substantially and appear above existing buildings and occupy a large portion of the view. Although there would be a substantial change, the overall character will neither be deteriorated nor

positively improved. The magnitude of change would be high. The overall visual effect would be moderate/ major neutral in townscape terms.

Cumulative development would completely obscure visibility of the proposal. The close proximity, scale and height would reduce the perceived magnitude of change. The magnitude of change would be low. The overall visual effect would be low neutral in townscape terms.

Impact on Setting of Heritage Assets

The proposal would be highly prominent introducing a high-rise element amongst mid-rise and residential developments. The canal and towpath would remain fully visible and appreciated and there would be a slight /moderate adverse impact on the setting of the non-designated Ashton Canal.

Viewpoint 9 Baseline

Viewpoint 9 Proposed

Viewpoint 9 Cumulative Impact

Baseline (View southeast along Jutland Street) is dominated by the cobbled road and footpaths of Jutland Street. To the left is a 3-5 storey red brick apartment block. To the right is a 3m timber fence, with self-set overground scrub and trees behind. To the rear are rooftops, including an apartment building and Piccadilly Station

Townscape Impacts The proposal would be highly visible and occupy a large part of the view at a close distance and would change the view substantially. The tower would extend above all rooftops and introduce new architectural characteristics. Its scale and height would contrast with other buildings which are relatively consistent in height and scale. In close-up views, the proposal would reactivate what is a gap site and the building would improve the site and create a strong focal point and improve legibility. The magnitude of change would be high, but the character would neither be deteriorated or positively. The overall effect would be moderate neutral in townscape terms. There would be no additional cumulative impacts.

Viewpoint 10 Baseline **Viewpoint 10 Proposed** **Viewpoint 10 Cumulative**

Baseline (View northeast along Store Street) is dominated by the road on Store St with a low-rise industrial unit to the right, with the rooftops of several residential building visible behind. The site is in mid-distance to the right. The Grade II* Listed Aqueduct is partly visible beyond the site, obscured in part by mature trees. There is a 5-storey apartment building to the left. Oxygen Tower is a prominent landmark building in the background above all other buildings. The view is demonstrative of the areas mixed urban setting.

Townscape Impacts The proposal would occupy a large portion of the view at a close distance and would change it substantially. Although Oxygen is visible, the proposal would extend considerably above all rooftops and introduce new architectural characteristics with a scale and height different to other buildings. However, this significant change is balanced by the visual improvement to the site with a positive effect on townscape character through the back of pavement line development. The magnitude of change would be high, but the character of the view would neither be deteriorated or improved. The overall visual effect would be moderate neutral in townscape terms.

The addition of the cumulative sites would introduce a visible increase in taller built form around the lower block and along Store Street. Their presence would not reduce the perceived magnitude of change proposed due to the proximity to the view and scale and height in comparison to the visible cumulative sites. The overall visual effect would be moderate neutral in townscape terms.

Impact on Setting of Heritage Assets The proposal would be highly visible but would not alter the ability to appreciate the significance of the designated heritage assets. Along with other approved developments the proposal would reinforce the emerging character of the area. There would be a slight adverse impact on the setting of the Store Street Aqueduct. This would be mitigated by the enhancement of the pedestrian environment on Store Street. The proposal would create active frontages and introduce a sense of place and a welcoming environment within the immediate setting of the Grade II* listed structure.

Viewpoint 11 Baseline

Viewpoint 11 Proposed

Viewpoint 11 Cumulative

Baseline (View northeast from Whitworth Street) looks towards Piccadilly Station from Whitworth St in the Whitworth St / Princess St Conservation Areas and is adjacent to Sackville Gardens. The view is enclosed on both sides by red brick buildings, which have a distinctive heritage character but also includes several modern mid-rise developments and red-brick structures. A modern white office block at Piccadilly Station is a prominent and contrasting architectural component.

Townscape Impacts The view would not be altered with the proposal situated behind existing buildings. The small portion of the proposal that may be visible would not create a perceivable change. The magnitude of change would be negligible. The overall visual effect would be negligible in townscape terms. There would be no additional cumulative effects.

Impact on Setting of Heritage Assets The uppermost part of the building would be visible to east but would largely be concealed by buildings and would form a cluster with the existing mid- and high-rise buildings in the distance and will blend into the current skyline. Consequently, there would be no impact on the settings of the conservation area and designated heritage assets.

Viewpoint 12 Baseline

Viewpoint 12 Proposed

Viewpoint 12 Cumulative

Baseline (View North from Mayfield Park) from a pedestrian footbridge in Mayfield Park. The park dominates the foreground with semi-mature trees, planting and lawns. Mayfield Depot is to the rear and only taller buildings are visible beyond. Oxygen is the only building visible above Mayfield Depot.

Townscape Impacts the proposal would be noticeable but would occupy a small portion of the view. The tower would break the skyline but would not significantly extend above the Mayfield Depot, nor be any higher than Oxygen Tower. The magnitude of change would be low. The overall visual effect would be minor/moderate neutral in townscape terms.

There are two cumulative sites within the view, which would be visually prominent. There would only be a slight reduction in the magnitude of change brought about by the proposal. The magnitude of change would remain low. The overall visual effect would be minor/moderate neutral in townscape terms.

Summary and conclusions of Townscape Impacts and Impacts on Setting of Heritage Assets

Overall, in townscape terms the visual effects range from negligible to moderate neutral. One view would have moderate – major neutral effects and one moderate adverse effect.

Ten of the twelve views in the cumulative visual assessment would not be altered. Views 6 and 8 would experience some change and resultant visual effect.

The development would not impact any views into or out of adjacent Conservation Areas. The setting of the designated / non-designated and Conservation Areas are mixed, urban settings that include modern development (including mid and high rise buildings). The proposal would not be visible in key views of four Listed Buildings, but the upper storeys may be visible in views of four Listed Buildings. No view would be significantly modified as a result of the proposal.

The proposal would introduce a high-rise element, amongst mid-rise development, and would visually form a cluster with the residential buildings that currently line the canal. The canal and towpath would remain fully visible and appreciated from this viewpoint. It would be noticeable rather than significantly modified due to existing modern development.

Overall, in terms of impacts on heritage assets, the proposal would be appropriate for the wider setting of the affected heritage assets. The size and shape of the windows would be similar in appearance to those used in Manchester's mill buildings, such as the nearby Crusader Works and the former London Warehouse. The repetitive elevations on Store Street would maintain a sense of scale and will reflect the street pattern / setting on Chapeltown Street, at Crusader Works and at Victoria House and Castings and would reinforce the emerging unity of the character of the area.

Whilst there would be a moderate adverse impact on the Store Street Aqueduct and slight adverse on the Ashton Canal all other impacts are either neutral or beneficial, and the proposal would improve the character of site and the setting of affected heritage assets. Any harm to setting would be less than substantial.

Consideration of the Merits of the Proposals within the National and Local Policy Context relating to Heritage Assets

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals that affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 16 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are paragraph's 201, 203, 205,206, 207,208 and 209.

The NPPF establishes a hierarchy of significance for heritage assets. The objective is to avoid compromising heritage assets, and any potential harm from development should be balanced against the public benefits (sections 207-208).

When considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (NPPF 205). This is irrespective of whether the harm is substantial, total loss or less than

substantial. Significance of an asset can be harmed or lost through alteration or destruction or by development in its setting. As they are irreplaceable, any harm or loss should be clearly and convincingly justified (NPPF 206)

The site currently has a negative impact on the Store Street Aqueduct. Whilst the scheme would improve the sites immediate setting there would be some adverse impact on the historic environment which would be less than substantial and that harm must be outweighed by public benefits (NPPF 208).

The Ashton Canal is a non designated heritage asset and a balanced judgement is required having regard to the scale of any harm to its significance (NPPF 209).

The harm is considered necessary to secure the site's wider potential in urban design terms. Many developments deliver public benefits such as economic, social or environmental progress as described in the NPPF para 7.

The public benefits of the proposal would include:

Environmental Benefits

- Enhancing the quality and permeability of the streetscape and the built fabric of the City Centre;
- Improving the quality of the local environment through the improvements to the streetscape;
- Putting a site, which has a negative effect on the townscape, back into viable, active use;
- Responding to the local character and historical development of the City Centre, delivering a contemporary design which reflects and complements the neighbouring heritage assets and local context;
- Establishing a strong sense of place putting a site which has a negative effect on the townscape, back into viable, active use;

Economic Benefits

- Optimising the sites potential to accommodate and sustain an appropriate use;
- Supporting the City's growing economy, contributing to sustained economic growth, providing construction and end user employment and associated supply side benefits;

Social Benefits

- Creation of place and increasing ground floor activity providing overlooking, natural surveillance and increasing feelings of security;
- Providing equal access arrangements for all into the building;
- Deliver a sustainable development with good access to shops, services and transport, close to Metrolink and Piccadilly Station and bus links;
- Supporting the creation of strong, vibrant and healthy communities by providing a high-quality homes with amenity space;

The benefits of the proposal would outweigh the level of harm caused to the heritage assets, and are consistent with the paragraphs 203, 205, 206, 208 and 209 of the NPPF. Sections 66 and 72 of the Planning Act in relation to having regards to the preservation and enhancement of conservation areas and setting of the adjacent listed buildings are satisfied.

Relationship to Transport Infrastructure, Cycle Parking Provision and Servicing and Deliveries

All sustainable transport modes including trains, trams and buses are nearby. The site has a Greater Manchester Accessibly Level (GMAL) of 8. The public realm improvements would enhance links to sustainable transport. There would be 359 internal cycle spaces for residents accessed from Store Street.

Servicing would take place from Store Street. Parking spaces on Store Street would be removed to accommodate a servicing/ drop off zone, 2 accessible parking spaces and a car club space. Additional accessible bays are available within the MSCP at Piccadilly Station 100m from the site. The refuse store would be accessed from Chatham Street

The impact on the transport network would be minimal and a Travel Plan would make occupiers aware of sustainable options. Overall cycle parking demand and potential additional demand should be monitored and implemented as part of the Travel Plan.

Conditions would require details of off-site highways works including the need to secure the TRO and deliver the loading bay / parking spaces prior to occupation and for pavement reinstatements and finishes. The Head of Highways has no objections on this basis and no concerns about adverse impacts from any traffic generated by the proposal.

Effect on the Local Environment/ Amenity

This examines the impact that the scheme would have on nearby and adjoining occupiers and includes issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction and TV reception.

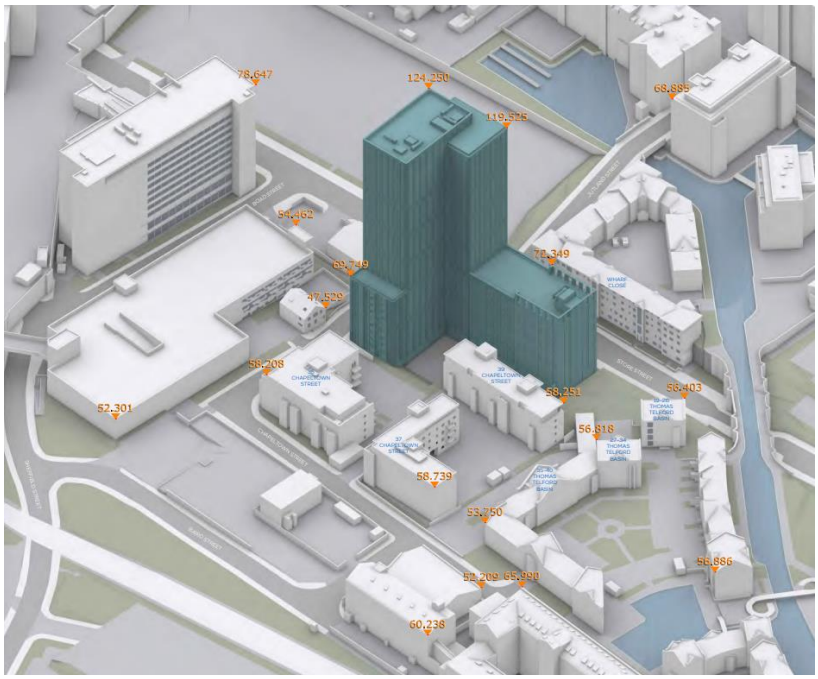
Daylight, Sunlight and Overshadowing

The nature of high density City Centre development means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in a manner appropriate to their context.

An assessment of daylight, sunlight and overshadowing has used specialist computer software to measure the amount of daylight and sunlight available to affected windows. The assessment made reference to the BRE Guide to Good Practice Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2022). This is not mandatory but is generally accepted as the industry standard and

helps local planning authorities consider these impacts. The guidance does not have ‘set’ targets and is intended to be interpreted flexibly. There is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of light to buildings can be inevitable.

The site is not developed at a density that is typical in the city centre and residents who overlook the site have benefitted from conditions that are relatively unusual in a City Centre context. As such the baseline situation against which the sunlight, daylight and overshadowing impacts would be measured i.e. an low density site, would not be representative of a typical baseline in an urban environment and any development of a similar scale or higher than existing buildings in the vicinity would inevitably have an impact. It is therefore necessary to determine what the reasonable expectation of residents should be in relation to daylight levels.



The daylight at the following residential buildings has been considered: Wharf Close • Thomas Telford Basin • 37 Chapeltown Street • 39 Chapeltown Street • 35 Chapeltown Street

Sunlight Impacts have been modelled for sensitive windows i.e. living rooms or living kitchen diners facing within 90 degrees due south and sunlight levels within the following residential buildings: Wharf Close • Thomas Telford Basin • 37 Chapeltown Street • 39 Chapeltown Street • 35 Chapeltown Street

The Guidelines suggest that homes have the highest requirement for daylight and sunlight and states that the guidelines are intended for use for rooms where natural light is required, including living rooms, kitchens and bedrooms.

Consideration should be given to para 129 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken

where they would otherwise inhibit making efficient use of a site; as long as the resulting scheme would provide acceptable living standards. The guidance suggests that hotels and student accommodation have a lower sensitivity to changes in daylight.

The Sunlight and Daylight Assessment has set out the current site condition VSC and NSL levels and how the proposal would perform against the BRE targets.

Daylight Impacts

The Guidelines provide methodologies for daylight assessment. The 2 tests set out in the Guidelines relevant to this development are VSC (vertical sky component) and NSL (no sky line).

VSC considers how much daylight can be received at the face of a window by measuring the percentage that is visible from its centre. The less sky that can be seen means less daylight is available. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27% but reductions or changes of 0.8 times the former value would not be appreciable by an occupant.

The guidance also states that internal daylight distribution is also measured as VSC does not take into account window size. This measurement NSL (or DD) assesses how light is cast into a room by examining the parts of the room where there would be a direct sky view. The NSL test assesses daylight levels within a whole room rather than just that reaching an individual window and more accurately reflects daylight loss. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. A resident would notice any reduction below this.

To assess whether the daylight amenity within a room is likely to be adversely affected by a proposal, the BRE recommends an assessment is undertaken using the results of the above to assess the VSC and NSL targets in combination. This assessment has also been carried out.

VSC diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the ‘standard target values’ is not the norm in a city centre and the BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable and is common in urban locations The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much daylight.

Sunlight Impacts

For Sunlight, the BRE Guide should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window receives less than

25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March; receives less than 0.8 times its former sunlight hours during either period; and, has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours (APSH).

A scheme would be considered to comply with the advice if the base line values and those proposed are within 0.8 times of each other as an occupier would not be able to notice a reduction of this magnitude. The requirements for minimum levels of sunlight are only applicable to living areas.

BRE Targets

A reduction of VSC to a window of more than 0.8 (20%) times or of NSL by 0.8 times (20%) does not necessarily mean that the room would be left inadequately lit, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply, if figures achieved are within 0.8 times of baseline figures. Similarly, winter targets of APSH of 4% and an annual APSH of 0.8 times (20%) are considered to be acceptable levels of tolerance.

The BRE compliance targets referred to below are aligned with the above levels of reduction.

Magnitude of Change

Conclusions about magnitude of change are based in the following: Major impacts occur when there is a reduction in excess of 40%, moderate between 30 and 40% and minor between 20 and 30% above the existing baseline.

Daylight

With the development in place and the results weighted to make the allowance for the 20% reduction:

Wharf Close

7/85(8%) of windows would meet the BRE Target. There would be a minor impact on 15 (18%), moderate impact on 7 (8%) a major impact on 56 (66%). 29/80 (36%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 4 (5%), moderate impact on 4 (5%) and major impact on 43 (54%).

Wharf Close has unusually high baseline daylight levels for a residential scheme in a city centre, given the underdeveloped nature of the site, particularly in an area which is earmarked for significant redevelopment and regeneration. Wharf Close has deep, single aspect rooms located on the boundary facing the site. Therefore, it would be difficult to develop this site in accordance with regeneration objectives and maintain existing levels and a number of windows and rooms would not meet the target criteria.

The property will retain average VSC daylight levels of 15.24% with the proposal in place.

Given the above context, the overall effect on daylight to this property would be moderate adverse.

Thomas Telford Basin

76/76 (100%) windows would meet the BRE Target. 43/49 (88%) rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 4 (8%) and moderate impact on 2 (4%).

All of the rooms that do not meet the NSL daylight criteria are bedrooms, which the BRE considers as having a lesser requirement for daylight. All will continue to receive daylight to at least 66% of their room area which is considered to be appropriate to the sites emerging context.

Overall, considering the city centre location, the emerging height and density in the locality and the marginal impacts, the effect on daylight to this property is considered to be minor adverse in significance.

37 Chapeltown Street

18/28 (64%) windows would meet the BRE Target. There would be a minor impact on 8 (29%), moderate impact on 2 (7%). 19/19 (100%) of rooms would meet with the BRE Alternative NSL target.

The effect on VSC daylight is considered to be minor.

Overall, considering the city centre location, the emerging height and density in the locality and the minor impacts, the effect on daylight to this property is considered to be minor adverse.

39 Chapeltown Street

17/58 (29%) of windows would meet the BRE Target. There would be a minor impact on 4 (7%), moderate impact on 1 (2%) an major impact on 36 (62%). 20/34 (59%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 2 (6%), moderate impact on 6 (17.5%) and major impact on 6 (17.5%).

Similarly to Wharf Close given the underdeveloped nature of the site, Wharf Close has unusually high baseline daylight levels for a residential property in a city centre, particularly for a site located in an area which is earmarked for significant redevelopment and regeneration. 39 Chapeltown Street also has a similar design to Wharf Close and is located close to the site and deep, single aspect rooms directly face it. Therefore, it would be difficult to develop this site in accordance with regeneration objectives and maintain existing levels and a number of windows and rooms would not meet the target criteria.

The property will retain average VSC daylight levels of 17.53% which is considered to be appropriate to the sites emerging context.

Given the above context the overall effect on daylight to this property would be moderate adverse.

35 Chapeltown Street

20/62 (33%) of windows would meet the BRE Target. There would be a moderate impact on 17 (27%) a major impact on 25 (40%). 15/34 (44%) of rooms would meet with the BRE Alternative NSL target. Of the remaining rooms there would be a minor impact on 8 (24%), moderate impact on 5 (15%) and major impact on 6 (17%)

35 Chapeltown Street has unusually high baseline daylight levels for a residential property in a city centre, particularly for a site located in an area which is earmarked for significant redevelopment and regeneration. Its design constrains the amount of daylight received to the living kitchen diners and rooms have balconies which restricts daylight. The average baseline VSC daylight level to the living kitchen diners beneath balconies is 15.12%, whilst those on the third floor which are not beneath a balcony average 33.25%. All of these factors impact on the number of windows and rooms not meeting the target criteria.

The building would retain average daylight levels of 16.00% with the Proposed Development in place which is considered to be appropriate to the sites emerging context.

Given the above context the overall effect on daylight to this property would be moderate adverse.

<u>Sunlight Impacts</u>

With the proposal in place and the results weighted to make the allowance for the 20% reduction:

Wharf Close

14 rooms were assessed for sunlight. 6 (43%) exceed the BRE alternative targets on an annual basis the would be a major impact to 8 rooms (57%).7 (50%) of rooms would exceed the BRE alternative winter targets.

The design and context of Wharf Close means that the sunlight target criteria cannot be met if the site is to be developed in accordance with its city centre context and the agreed regeneration framework. Four rooms would receive less than 21% APSH, the lowest being 15%. For winter PSH, one room would receive 2%, but the remainder all receive at least 3% and five receive 7% or above, against a 5% target.

Average annual PSH levels with the proposal in place would be 28.78% against a 25% target, whilst average winter PSH levels would be 4.92% against a 5% target.

Overall, considering the city centre location, the emerging height and density in the locality the effect on sunlight to this property is considered to be minor adverse.

Thomas Telford Basin

All 17 rooms exceed the BRE alternative targets on an annual basis and winter basis.

The effect on sunlight to this property is considered to be negligible.

37 Chapeltown Street

All 4 rooms exceed the BRE alternative targets on an annual basis and winter basis.

The effect on sunlight to this property is considered to be negligible.

39 Chapeltown Street

Of 6 rooms assessed for sunlight, 5 (83%) exceed the BRE alternative targets on an annual basis and there would be a major impact to 1. The result is the same for the BRE alternative winter targets.

Overall, considering the city centre location, the emerging height and density in the locality the effect on sunlight to this property is considered to be minor adverse.

35 Chapeltown Street

All 4 rooms assessed exceed the BRE alternative targets on an annual basis and winter basis.

The effect on sunlight to this property is considered to be negligible

The impacts on the levels of daylight and sunlight at Wharf Close, Thomas Telford Basin, 37 Chapeltown Street, 39 Chapeltown Street and 35 Chapeltown Street are important. Overall, there is a good level of compliance with the BRE Guidance to habitable rooms when assessed against the alternative VSC targets. It is therefore considered that there would be no unduly harmful impact that would warrant refusal.

However, some impact is inevitable if the site is to be redeveloped to a scale appropriate to its City Centre location. The following matters are important:

- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- Some rooms that do not achieve guidance have balconies above or are set back from the main façade which impairs visible sky.
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that, at some point in time, development

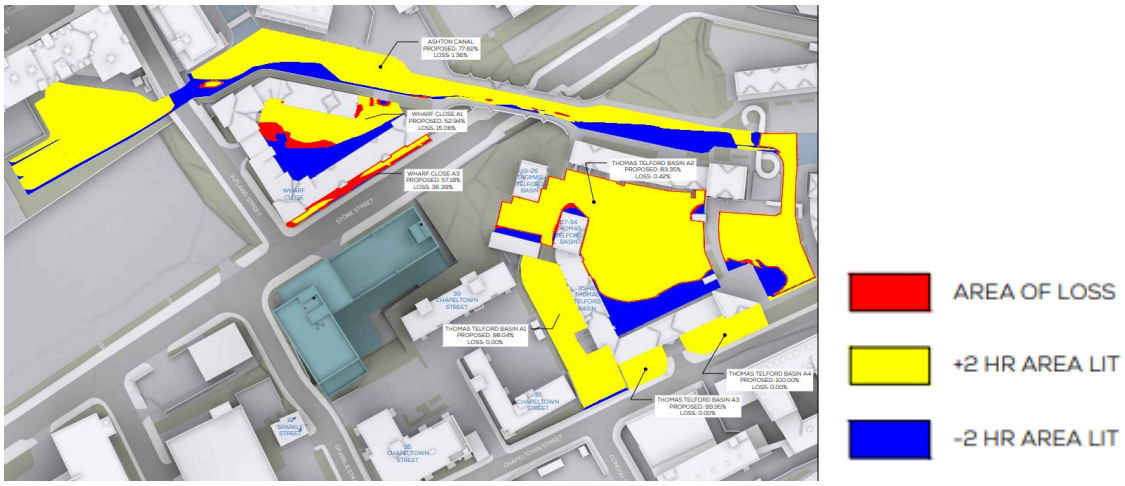
will occur. This is increased in a city centre like Manchester where there is a shortage of housing for home owners and the private rented sector;

- The site is in the City Centre and is designated for high density development;

It is considered that the above impacts have been tested and perform to an acceptable level against the BRE guidelines

<u>Overshadowing</u>

The BRE guide addresses overshadowing to gardens and open spaces only. Open spaces should retain a reasonable amount of sunlight throughout the year and the Guidance recommends that to appear adequately sunlit throughout the year, at least 50% of a garden or amenity area should receive at least two hours of sun hours on ground (SHOG) on the 21st March.



As shown above more than 50% of all of the amenity areas assessed will continue to benefit from 2 hours of SHOG on 21st March with the Proposed Development in place. Any change in the SHOG will, therefore, be BRE compliant and all of the areas assessed will continue to be adequately sunlit throughout the year.

Privacy, Overlooking and Safeguarding

Plan showing distances between proposed development and existing residential accommodation.

Small separation distances between buildings is characteristic of a dense City Centre environment. The windows on the north elevation would be approximately 15m away from those the north. The southern elevation would be between 15 and 20m away from the nearest windows to the south. These are considered to be an acceptable distance and exceed that typically found in more suburban locations

Wind

Changes to the wind environment can impact on how comfortable and safe the public realm is. If changes cannot be designed out, they should be minimised by mitigation measures. A Wind Microclimate report focused on the impact on people using the site and surrounding area. This has been modelled using Computational Fluid Dynamics which simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing, combined with adjusted meteorological data from Manchester Airport. The assessment used the Lawson Comfort Criteria (which seek to define the reaction of an average pedestrian to the wind). The Lawson Criteria are established in the UK for quantifying wind conditions but is not a UK ‘standard’, and the criteria are recognised by local authorities as a suitable benchmark for wind assessments. Schemes under construction within 400m were included.

Those assessed are people using adjacent throughfares, nearby and proposed external seating areas including terraces to the proposed M1 development and balconies to 37 and 39 Chapeltown Street, building and off site entrances, external seating areas at Thomas Telford Basin and bus stops. General thoroughfares are of medium sensitivity to pedestrian comfort, as people are not expected to dwell for

significant periods in specific regions. Building entrances and amenity spaces are of high sensitivity to pedestrian comfort.

The baseline was the existing building on site, with the existing surrounds and schemes under construction at 32-34 Laystall Street, Lomax St, The Castings, Victoria House and New Islington Wharf.

The following committed developments were not included in the baseline, but were included in a cumulative assessment: M1 Piccadilly, Store Street, Store Street, Eider House, The Fairfax, Ferrous, Electric Park and IQ Echo Street..

A major adverse safety exceedance has been identified at ground level at the western corner of the proposal which requires mitigation. This would be provided through a 2000mm tall x 720mm wide perforated screen, with 50% perforations at the corner of the building located adjacent to the main entrance.

Otherwise, there are no requirements for embedded mitigation with regards to wind microclimate effects for the completed proposal.

With mitigation in place winter conditions would be suitable for a mixture of sitting, standing, leisure walking and business walking. Summer conditions would be suitable for a mixture of sitting and standing.

There would be no adverse impacts in the cumulative scenario with the above mitigation in place and again winter conditions would be suitable for a mixture of sitting, standing, leisure walking and business walking. Summer conditions would be suitable for a mixture of sitting and standing.

Conclusions in relation to CABE and English Heritage Guidance and Impacts on the Local Environment.

On balance, it has been demonstrated that the proposal would meet the requirements of the CABE and HE guidance as well as the policy on Tall Buildings in the Core Strategy and would provide a building of an acceptable quality.

Air quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA.

The site is close to homes, educational establishments, offices, hotels, medical facilities and other commercial uses that could be affected by construction traffic and that associated with the completed scheme and have a high to medium sensitivity to air quality conditions. The potential effects during construction from dust and particulate emissions from site activities and materials movement have been assessed based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014. The assessment of the air quality impacts when complete has focused on the predicted impact of changes in ambient

nitrogen dioxide (NO2) and particulate matter with an aerodynamic diameter of less than 10 µm (PM10) and less than 2.5 µm (PM2.5) at key local locations.

The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK). The main contributors to air quality would be construction. dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are likely to experience impacts from dust from construction and earthworks. The air quality report identified that homes and other sensitive buildings would be affected by construction vehicles accessing the site.

There could be cumulative impacts from other nearby developments under construction at the same time.

The impact from construction traffic would be lower due to the condition and surface material on surrounding main roads. Mitigation measures which would minimise the impact on local air quality include dust suppression, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan. These measures would be secured through the construction management plan condition. The completed development would generate traffic, but this would not create new impacts on air quality conditions (NO2, PM10 and PM2.5). As such mitigation is not required when the development is occupied

It would be a low car development with 359 cycle spaces. A travel plan would encourage public transport use and reduce vehicle trips. The site is ideally located for walking and cycling and is close to Piccadilly Station and Piccadilly Gardens. There would be no gas fired boilers or generators which would normally contribute to air quality conditions.

A mechanical ventilation system would ensure that air intake would be fresh and free from pollutants. Local air quality conditions are poor, but the proposal would have no material impact on current conditions and the accommodation can be mitigated against current conditions. Environmental Health concur with the conclusions and recommendations within the air quality report and no mitigation is required in terms of the completed development.

Noise and Vibration

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

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

A mechanical ventilation system and appropriate glazing would ensure that noise levels in the rooms are acceptable, and they do not overheat. Further details would be agreed by a condition and be subject of verification prior to occupation

TV and Radio reception and Broadband

A Baseline TV and Radio Impact Assessment has been prepared based on technical modelling in accordance with published guidance to determine the potential effects on the local reception of television and radio broadcast services.

Overall, the Proposed Development is likely to cause disruption to the reception of DTT (Freeview) and digital satellite television services in areas to the immediate northwest and southeast of the Site. With respect to digital satellite television reception, in the identified areas, the required clear views of the southeastern skies could be obscured by the structure, resulting in interference

The Proposed Development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.

Post-construction impacts should be investigated and mitigation measures have been identified which could be controlled by a condition.

Mitigation for impacts from tower cranes could be mitigated by repositioning crane jibs or arms, this could be controlled by a condition. Existing broadband infrastructure and good connectivity is already available in the area.

Existing broadband infrastructure and good connectivity is already available, with existing fibre installed along streets adjacent to the Site. Good download speeds are likely to be experienced.

Archaeological issues - There could be below ground remains and GMASS recommend targeted archaeological excavation, followed if appropriate by more detailed and open area excavation, to inform the understanding of the potential and significance. This should be secured through a condition.

Crime and Disorder -The increased footfall, additional residents and the improvements to lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. A condition is recommended

Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure (BGIS)

There are ornamental trees and shrubs at the northern and eastern site boundaries, and an area of unmanaged scrub and grassland at the rear. Species identified are low quality and include bramble and various scrub plants. All of these habitats would be lost.

17 shrubs and trees could be affected which are classed as follows: 2 category U groupings of trees and scrub vegetation; 10 category C trees and 2 category C hedges; and 3 category B trees. 7 of these trees are located outside the site boundary and will be unaffected, including 2 of the category B trees

The proposal would have no adverse direct or indirect effect on statutory or non-statutory designated sites for nature conservation. Only common and widespread plant species were found. None of the habitats present are representative of semi-natural habitat. The site supports habitats of low suitability for use by foraging bats, nesting birds and foraging and sheltering hedgehogs, a Priority Species.

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to ecology. No vegetation should be removed during bird nesting season and measures should be put in place to manage invasive species and minimise the impact on hedgehogs.

The proposals should include beneficial measures such as habitat creation that will safeguard habitats for wildlife such as birds and bats, with the aim of providing a net gain in biodiversity. Whilst some on site mitigation for habitat loss would be provided as part of the proposals and the proposal complies with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site, a net gain for area-based habitats as required by the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024 (GOV.UK, 2023) is not demonstrated by the Biodiversity Net Gain (BNG) assessment submitted with the application.

The on-site mitigation proposed would not fully meet the requirements and a condition would require the necessary off site credits to provide off site mitigation as part of the 30 year Habitat Management and Monitoring Plan for the required off-site biodiversity enhancements.

Any habitats managed within the site will be subject to a long-term habitat management plan to be secured by a condition.

Waste and Recycling – A waste management strategy details how waste would be managed. It considers waste in accordance with the Waste Storage and Collection Guidance for New Developments (GD04), Version 7.00.

The ground floor refuse store would be accessed from Store Street. The management staff would move the bins out on collection days to a dedicated collection area.

Environmental Health consider the waste management arrangements to be acceptable.

Flood Risk and Sustainable Urban Drainage Strategy (Suds) – The site is in flood zone 1 and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from proposals which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical

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

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

A condition would require a full site investigation and remediation measures to be submitted and agreed.

There is not understood to be any source of Unexploded Ordnance (UXO) hazard to the site. For this reason, the probability of a UXO encounter is considered to be Low. Nevertheless, a condition requiring a UXO Risk Management Plan to be submitted has been recommended within the Phase 2 Ground Investigation Report submitted with the application.

Accessibility/ Inclusive Access - The proposals would create an inclusive environment. 62% of homes would be M4(2) compliant. Most of the 1B1P apartments have a shower room rather than a bathroom, which would not be M4(2) compliant. The space around the bed is also sometimes tighter than M4(2) compliance. Making adjustment to these areas would compromise other parts of the home (primarily the living space). The 2-Bed, 3-Person homes have two ensuite shower rooms, rather than a family bathroom and an ensuite. Like the shower rooms which are not sufficient in size to be M4(2) compliant. In both cases the space around the bed is sometimes tighter than M4(2) compliance. Making adjustment to these areas would compromise other parts of the home (primarily the living space). The townhouses would have a WC at entrance level and be visitable, but the main bathrooms would be on the upper level. The size/location of the WC on ground floor would preclude conversion into a wet room as required for M4 (2) for 2-storey dwellings with three or more bedrooms.

All entrances would be level and step free routes in the building to lifts to provide access to the upper floors. 2 accessible parking bays would be created on Store Street rear close to entrances.

Fire safety - The HSE has not raised any concerns but has made a number of comments. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. The issues raised in this instance are matters that should be addressed through building control and are not land use planning issues. The applicant has responded to these comments and the issues are being considered early in the design process as a result of the consultation at Gateway one. Fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the Fire Safety Report and subsequent supplementary information would be a condition. On this basis there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021

Local Labour – A condition would require the Council's Work and Skills team to agree the detailed form of the Local Labour Agreement for the construction.

Construction Management – Measures such as dust suppression, minimising piling and use of screenings to cover materials would minimise any impact on local residents. Plant would also be turned off when not needed and no waste or material would be burned on site. Provided appropriate management measures are put in place the impacts of construction management on surrounding residents and the highway network can be mitigated to be minimal.

Permitted Development

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

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

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

Legal Agreement

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure the initial contribution of £228,000 and an appropriate reconciliation payment for offsite affordable housing through a further review at an agreed point with a mechanism to re-test the viability should there be a delay in the implementation of the proposal as explained in the paragraph with the heading 'Affordable Housing'. The architect should also be retained to deliver the scheme in the interest of ensuring the architectural integrity of the scheme as detailed within the heading 'Visual Amenity' of this report.

Response to Objectors Comments

The majority of the points raised by objectors are covered above however the following is also noted:

- All relevant amenity issues have been tested and fully considered.
- Mitigation for the loss of biodiversity would be provide on and off site.

Conclusion

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

The proposal would remove an underused site, have a positive impact on the regeneration of the area and contribute to the supply of high-quality homes. One-, two- and three-bedroom homes would be created. Active frontages and public realm improvements would help connect this development to the wider city centre.

The scale and appearance of the building is appropriate given the site's proximity to Piccadilly Station. The siting of the building would bring natural surveillance. The landscaping would be acceptable and there are no impacts associated with the means of access or other highway works on the local area.

The proposal would be energy efficient and operate on an all electric system offering the most suitable long terms solution to energy supply and carbon reductions.

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

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

There would be some harm to heritage assets but this would be less than substantial and would be outweighed by the public benefits.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act within the context of the above the overall impact of the proposed development including the impact on heritage assets would meet the tests set out in paragraphs 195, 201, 202, 203, 205,206,208 and 209 of the NPPF and that there is a clear and convincing case to support the harm which is outweighed by the benefit of bringing the site back into use.

Other Legislative Requirements

Equality Act 2010 -Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants

(and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation: **MINDED TO APPROVE**: subject to the signing of a Section 106 Agreement to secure an initial contribution towards affordable housing, a late stage review of the viability to determine if there is any uplift in conditions to warrant a further contribution towards affordable housing and to ensure the project architect is retained

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

Conditions to be attached to the decision

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

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

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

(a) Site location plans - 10413-SHP-Z0-A-B5D8-G100-XP-XX-001 - Site Wide - Existing Site Plan - P02, 10413-SHP-Z0-A-B5D8-G100-PL-XX-001 - Site Wide - Proposed Site Plan P02;

(b) Dwgs 10413-SHP-Z0-A-B5D8-G100-XE-NW-001 Site Wide - Existing North West (Store Street) Elevation P02, 10413-SHP-Z0-A-B5D8-G100-XE-SW-001, Site Wide - Existing South West (Sparkle Street) Elevation P02, 10413-SHP-Z0-A-B5D8-G100-

EL-NW-001 - Site Wide - Proposed North West (Store Street) Elevation - P02, 10413-SHP-Z0-A-B5D8-G100-EL-SW-001, Site Wide - Proposed South West (Sparkle Street) Elevation - P02, 10413-SHP-Z0-A-B5D8-JC20-XP-XX-001 - Site Wide - Demolition Plan, P02, 10413-SHP-Z0-A-B5D8-G200-PL-00-001 Site Wide - Proposed General Arrangement Plan - Level 00-P04, 10413-SHP-Z0-A-B5D8-G200-PL-01-001 - Site Wide - Proposed General Arrangement Plan - Level 01 - P03, 10413-SHP-Z0-A-B5D8-G200-PL-02-001 Site Wide - Proposed General Arrangement Plan - Level 02 - P02, 10413-SHP-Z0-A-B5D8-G200-PL-03-001 Site Wide - Proposed General Arrangement Plan - Levels 03-09 - P02, 10413-SHP-Z0-A-B5D8-G200-PL-10-001, Site Wide - Proposed General Arrangement Plan - Level 10 - P02, 10413-SHP-Z0-A-B5D8-G200-PL-11-001 Site Wide - Proposed General Arrangement Plan - Levels 11-25 - P02, 10413-SHP-Z0-A-B5D8-G200-PL-26-001 Site Wide - Proposed General Arrangement Plan - Level 26 - P02, 10413-SHP-Z0-A-B5D8-G200-PL-27-001 Site Wide - Proposed General Arrangement Plan - Level 27 -P02, 10413-SHP-Z0-A-B5D8-G200-PL-RF-001 Site Wide - Proposed General Arrangement Plan - Roof Level P02, 10413-SHP-Z0-A-B5D8-G200-EL-NE-001 Site Wide - Proposed General Arrangement Elevation - North East - P03, 10413-SHP-Z0-A-B5D8-G200-EL-NW-001 Site Wide - Proposed General Arrangement Elevation - North West (Store Street) P02, 10413-SHP-Z0-A-B5D8-G200-EL-SE-001 Site Wide - Proposed General Arrangement Elevation - South East P02, 10413-SHP-Z0-A-B5D8-G200-EL-SW-001 Site Wide - Proposed General Arrangement Elevation - South West (Sparkle Street) P02, 10413-SHP-Z0-A-B5D8-G200-SE-AA-001 Site Wide - Proposed General Arrangement Section AA P02, 10413-SHP-Z0-A-B5D8-G200-SE-BB-001 Site Wide - Proposed General Arrangement Section BB - P02, 10413-SHP-Z0-A-B5D8-G200-SE-CC-001, Site Wide - Proposed General Arrangement Section CC - P02, 10413-SHP-Z0-A-B5D8-G200-SE-DD-001 Site Wide - Proposed General Arrangement Section DD P02, 10413-SHP-Z0-A-B5D8-G200-SE-EE-001 Site Wide - Proposed General Arrangement Section EE P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-101 Building Façade - Proposed Typical External Wall Detail - Typical Bay 01 P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-102 Building Façade - Proposed Typical External Wall Detail - Typical Bay 02 P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-103 Building Façade - Proposed Typical External Wall Detail - Typical Bay 03 - P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-104 Building Façade - Proposed Typical External Wall Detail - Typical Bay 04 - P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-201 Building Façade - Proposed Typical External Wall Detail - Base 01 - P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-202 Building Façade - Proposed Typical External Wall Detail - Base 02 - P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-203, Building Façade - Proposed Typical External Wall Detail - Base 03 - P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-301 Building Façade - Proposed Typical External Wall Detail - Parapet 01 - P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-302 Building Façade - Proposed Typical External Wall Detail - Parapet 02 - P02, 10413-SHP-Z1-A-B5D8-G251-DE-TY-303, Building Façade - Proposed Typical External Wall Detail - Parapet 03 P02; 10413-SHP-Z0-A-B5D8-G200-PL-00-101

(c)Section 5 of the Sparkle Street - Manchester, DESIGN & ACCESS STATEMENT | APRIL 2024, 10413-SHP-B5D8-RP-DAS01 | P04 by Simpson Haugh;

(d) 10413-SHP-Z0-A-B5D8-F900-SC-XX-001 Rev P01 Area / Apartment Mix Schedule stamped as received on 08-08-24;

(e) Dwgs 1006-RFM-XX-01-DR-L-0002 P04, 1006-RFM-XX-10-DR-L-0003 P04, 1006-RFM-XX-XX-DR-L-0004 P01, 1006-RFM-XX-XX-DR-L-0005 P02, 1006-RFM-XX-00-DR-L-0001 P05, 1006-RFM-XX-XX-DR-L-0006 P02 and the Sparkle Street, Manchester Design & Access Statement Landscape Strategy 1006-RFM-XX-XX-RP-L-1000 REV P03 28th JULY 2023 by re-form

(f) Environmental Statement - Volume 1, Sparkle Street May 2024: 1. Introduction; 2. EIA Methodology; 3 Alternatives and Design Development; 3. Site Description;, 4 Construction Management and Phasing; 6. Climate Change' 7. Daylight, Sunlight and Overshadowing; 8. Townscape and Visual Impact; 9. Wind Microclimate, 10 Human Health; 11. Socio Economic; 12 Summary of Residual Impacts; 13 Cumulative Impacts.

(g) Environmental Statement - Volume 2, Sparkle Street May 2024: Appendices :
Chapter 2: Environmental Impact Assessment Methodology
Appendix 2.1 - ES Scoping Report
Appendix 2.2 - Committed Developments

Chapter 5: Demolition Method Statement and Construction Management and Phasing
Appendix 5.1 - Demolition Management Plan
Appendix 5.2 - Construction Environmental Health and Safety Plan

Chapter 7: Daylight, Sunlight and Overshadowing
Appendix 7.1 - Existing and Proposed Site Plan Modelling
Appendix 7.2 - Existing vs Proposed Daylight, Sunlight and Overshadowing results

Chapter 8: Townscape and Visual Impact
Appendix 8.1 - TVIA Plans and Views
Appendix 8.2 - TVIA Methodology

Chapter 9: Wind Microclimate
Appendix 9.1 - Wind Methodology

Chapter 10: Human Health
Appendix 10.1 - Health Impact Assessment

Environmental Statement - Volume 2, Sparkle Street May 2024 -Non Technical Summary

(h) Phase 1 Preliminary Risk Assessment, Curtins and R - P03 Phase 2 Ground Investigation, Curtins, R - P04

(i) Noise Impact Assessment Report Sparkle Street, Manchester by cass allen 19-04-24

(j) Foras (Sparkle Street) Limited Environmental Standards Statement Sparkle Street, Manchester 23 April 2024 and Energy Statement (with Part L1A SAP Assessment) Sparkle Street, Manchester by MDS Rev C02 29/04/2029

(k) Sparkle Street, Interim Travel Plan, Curtins Ref: 082142-CUR-XX-XX-T-TP-00002, Revision: P04 Issue Date: 19 April 2024

(l) Sparkle Street, Manchester, Television and Radio Reception, Impact Assessment by GTech 19/04/2024

(m) Foras (Sparkle Street) Limited Issue: v1 SA/2022/43, Sparkle Street, Manchester Archaeological Desk-based Assessment 26/04/24

(n)Crime Impact Statement Version B 26-07-23 Sparkle Street as amended by Deloitte's e-mail 03-07-24

(o) Fire statement form stamped as received on 17-05-24;

(p) SHOG ASSESSMENT stamped as received on 07-08-24;

(q) Sparkle Street, Manchester M1 2NJ , PRELIMINARY ASSESSMENT OF BIODIVERSITY NET GAIN ,July 2024 by ERAP (Consultant Ecologists) Ltd Reference: 2023-064 and 139986 FO 2024 Stautory Biodiversity Metric both stamped as received on 05-08-24

(r) Sparkle Street, Transport Statement, Curtins Ref: 082142-CUR-XX-XX-T-TP-00001 Revision: P04 Issue Date: 19 April 2024 and SPARKLE STREET STAGE 1 ROAD SAFETY AUDIT, RESPONSE REPORT, Curtins Ref: 084443-CUR-XX-XX-T-TP-00005, Revision: P01, Issue Date: 30 July 2024

(s) Foras (Sparkle Street) Ltd, Broadband Connectivity Assessment, Sparkle Street Manchester Tuesday, 13 June 2023;

(t) Air Quality Assessment, Sparkle Street, Manchester by cass allen 19 04 24;

(u)Technical Aerodrome Safeguarding, Assessment, Sparkle Street, Foras (Sparkle Street) Limited April 2024 by Pager Power;

(v) Foras (Sparkle Street) Ltd, Ventilation Strategy, Sparkle Street, 15 July 2023 by watt;

(w) Sparkle Street Demolition Works Demolition Environmental Management Plan by JRL 16/06/2023; and

(x) Sparkle Street, Manchester Flood Risk Assessment and Drainage Strategy Curtins Ref: 082142-CUR-XX-XX-RP-C-92000 Revision: V04 Issue Date: 19 April 2024 and dwg 082142-CUR-XX-XX-DR-C-92500-P03,

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, H1, H8, H12, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN8, EN9, EN11, EN14, EN15, EN16,

EN17, EN18, EN19 and DM1 saved Unitary Development Plan polices DC18.1, DC19.1, DC20 and DC26.1.

3) (a) Notwithstanding the details submitted with the application, prior to the commencement of above ground development the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

*hand sized samples and specifications of all materials to be used on all external elevations;
*drawings to illustrate details of full sized sample panels that will be produced in line with an agreed programme: and
*a programme for the production of the full sized sample panels and strategy for quality control management; and
*a full sample of a new window

The panels to be produced shall include jointing and fixing details between all component materials and any component panels , details of external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames

and

(b) Prior to above ground development submission of a Circular Economy Statement (Materials) to include details of the strategy for securing more efficient use of non-renewable material resources and to reducing the lifecycle impact of materials used in construction and how this would be achieved through the selection of materials with low environmental impact throughout their lifecycle in line with the measures set out within Chapter 6 (Climate Change) of the Environmental Statement - Volume 1, Sparkle Street May 2024

(c) The sample panels and quality control management strategy shall then be submitted and approved in writing by the City Council as Local Planning Authority in accordance with the programme and dwgs as agreed above.

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.

4) Notwithstanding the Phase 1 Preliminary Risk Assessment, Curtins and R - P03 Phase 2 Ground Investigation, Curtins, R - P04 prior to the commencement of the development excluding the demolition works identified on plan reference 10413-SHP-Z0-A-B5D8-JC20-XP-XX-001 the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

(a) A Report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment

shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

b. Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c. In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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.

5) 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 after development commences, 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 is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved 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.

6) Notwithstanding the Sparkle Street Demolition Works Demolition Environmental Management Plan by JRL 16/06/2023 no demolition shall commence until a detailed construction management plan outlining working practices during demolition have been submitted for approval in writing by the City Council as 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/local businesses;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

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

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

7) No development other than demolition shall take place until a construction management plan or construction method statement has been submitted to and approved in writing by the City Council as 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;
*Location, removal and recycling of waste;
*Routing strategy and swept path analysis;
*Communication strategy with residents and businesses which shall include details of how there will be engagement, consult and notify residents during the works;
*Parking of construction vehicles and staff;
* Sheeting over of construction vehicles;and
*Details of how routing of construction vehicles will ensure that the structural integrity of the adjacent listed Aqueduct is protected

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

8) A programme of archaeological works shall be undertaken in accordance with the Project Design for an Archaeological Evaluation of Sparkle Street (dated 24th September 2024). The Project Design covers the following:

1. A phased programme and methodology of investigation and recording that includes:
- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation carried out in accordance with an updated Project Design.

2. A programme for post-investigation assessment to include:
- production of a final report on the results of the investigations and their significance.

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

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

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

Items 2-4 are required to be submitted for approval to the City Council as Local Planning Authority prior to occupation.

Reason: In accordance with NPPF Section 16, Paragraph 211 - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and and to make this evidence (and any archive generated) publicly accessible, pursuant to policy DM1 of the Core Strategy for the City of Manchester.'

9) Prior to the commencement of the development (excluding above ground demolition identified on plan reference 10413-SHP-Z0-A-B5D8-JC20-XP-XX-001), details of the method for piling, or any other foundation design using penetrative methods, for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

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

10) Prior to commencement of above ground works a programme for submission of final details of the public realm works and highway works as shown in dwgs 1006-

RFM-XX-01-DR-L-0002 P04, 1006-RFM-XX-10-DR-L-0003 P04, 1006-RFM-XX-XX-DR-L-0004 P01, 1006-RFM-XX-XX-DR-L-0005 P02, 1006-RFM-XX-00-DR-L-0001 P05, 1006-RFM-XX-XX-DR-L-0006 P02 and the Sparkle Street, Manchester Design & Access Statement Landscape Strategy 1006-RFM-XX-XX-RP-L-1000 REV P03 28th JULY 2023 by re-form shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include an implementation timeframe and details of when the following details will be submitted.

For the avoidance of doubt the development should be delivered in accordance with the approved programme and should not be occupied unless or until the public realm works are completed.

(a) Details of (a) all hard (to include use of natural stone or other high quality materials) and (b) all soft landscaping works (excluding tree planting) which demonstrably fully consider and promote inclusive access (including older and disabled people);

(b) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, where detailed design allows bat boxes and brick, bird boxes and areas of sensitively designed lighting provide opportunities areas within the site for use by bats and moths to include input from a qualified ecologist.

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance;

(d) Location and design of all furniture including seating, lighting, bins, handrails, boundary treatments, planters all to include features which fully consider and promote inclusive access (which includes older and disabled people); and

(e) A management and maintenance strategy for the public realm including hours during which these areas would be publicly accessible and open to non residents, how access to these areas would be managed who would be responsible for the day to day management and maintenance of these areas including ensuring ongoing maintenance of provision of access for disabled people;

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

For the avoidance of doubt, the development should be delivered in accordance with the approved programme, and trees planted within 6 months of occupation of the residential element hereby approved.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority,

seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 115 of the NPPF 2023, 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, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

11) Notwithstanding the Sparkle Street, Manchester Flood Risk Assessment and Drainage Strategy Curtins Ref: 082142-CUR-XX-XX-RP-C-92000 Revision: V04 Issue Date: 19 April 2024
and dwg 082142-CUR-XX-XX-DR-C-92500-P03, prior to the commencement of the development other than demolition as identified on plan 10413-SHP-Z0-A-B5D8-JC20-XP-XX-001, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

o Where surface water is connected to the public sewer, details of surface water attenuation to the flow rates proposed in 082142-CUR-XX-XX-RP-C-92000 Revision: V04 Issue Date: 19 April 2024.
o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
o A finalised drainage layout showing all components, outfalls, levels and connectivity.
o An existing and proposed impermeable areas drawing to accompany all discharge rate
calculations.
o Hydraulic calculations of the proposed drainage system, including all design parameters.
Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45%
Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in
30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

o A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
o Construction details of flow control and SuDS elements.

The development shall be constructed and completed in accordance with the approved details prior to the occupation of the residential accommodation hereby approved.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and Core Strategy Policies SP1, DM1 EN08 and EN14.

12) Prior to occupation of the residential accommodation hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 10, shall be submitted for approval in writing by the City Council, as Local Planning Authority. Those details shall include:

o Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 10.

o Provide As Built construction drawings OR confirm that they align with the original design construction drawings.

o 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 scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

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

13) (a) Notwithstanding the details submitted as set out in the Noise Impact Assessment Report Sparkle Street, Manchester by cass allen 19-04-24 prior to commencement of above ground works a final scheme for acoustically insulating and mechanically ventilating the residential accommodation against local road traffic network, any local commercial/industrial premises and any service risers /lift shafts; details of the MVHR system (plan, intake/extract points, silencers, operational noise levels) and details of the performance of the glazing shall be submitted to and approved in writing by the City Council as Local Planning Authority.

The approved noise insulation scheme shall be completed before the occupation of the residential accommodation hereby approved.

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

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

For vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise shall also be factored into the assessment and design.

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

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

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, and to reduce the potential for overheating pursuant to policies SP1, H1 and DM1 of the Core Strategy.

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

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

i) the measures proposed to recruit local people including apprenticeships

ii) mechanisms for the implementation and delivery of the Local Benefit Proposal

iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) No later than one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

15) Prior to occupation of the residential accommodation hereby approved. a scheme for the acoustic insulation of any plant including externally mounted ancillary equipment, lift equipment, substation to ensure that it achieves a background noise level of 5dB below the existing background (La90) at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local

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

The approved scheme shall be completed and prior to occupation of the residential accommodation hereby approved a verification report submitted for approval by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation. The approved scheme shall remain operational thereafter.

The approved details shall be implemented and remain in place for as long as the above uses are operational

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

16) The waste arrangements for the development shall be operated in accordance with the Waste Management Strategy prepared by Curtins dated 19th April 2024 and the supporting dwg ref 10413-SHP-Z0-A-B5D8-G200-PL-00-101 highlighting the storage of waste and management of the waste storage areas,

The details shall be implemented prior to occupation of the residential accommodation hereby approved and thereafter retained and maintained in situ.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

17) The development hereby approved shall be carried out in accordance with the targets set out within the Foras (Sparkle Street) Limited
Environmental Standards Statement Sparkle Street, Manchester 23 April 2024 and
Energy Statement (with Part L1A SAP Assessment)
Sparkle Street, Manchester by MDS Rev C02 29/04/2024

A post construction statement shall be submitted within 12 months of the occupation of the residential accommodation hereby approved

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

18) a) External lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as Local Planning Authority prior to installation of the external lighting so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the residential accommodation a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable

criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

19) The development hereby approved shall be carried out in accordance with the Sparkle Street, Interim Travel Plan, Curtins Ref: 082142-CUR-XX-XX-T-TP-00002, Revision: P04 Issue Date: 19 April 2024

In this condition a travel plan means a document that includes the following:

i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development;
ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) 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;
(vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Ancoats, New Islington and East Manchester;

Within 3 months of the completion of the travel survey (as required by Part II) , a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution. , pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016.

20) Notwithstanding the Sparkle Street, Manchester, Television and Radio Reception, Impact Assessment by GTech 19/04/2024 within a minimum of one month of the practical completion of the development and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

21) Deliveries, servicing and collections in connection with the management of the building including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, Sunday/Bank Holiday the times shall be confined to 10:00 to 18:00

The approved details shall be implemented and remain in place for as long as the development is in use for the approved use

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.

22) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the City Council as Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

23) The development hereby approved shall include for full disabled access to be provided to all publicly accessible areas and internally accessible shared amenity areas during operational hours.

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

24) If any external 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 and maintained 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

25) Notwithstanding the details contained within condition 2 above prior to the first occupation of the residential accommodation hereby approved a scheme of highway works and footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

(a) Details of the relocation of 4 existing Pay and Display bays; loading bay on Store Street; Creation of 2 accessible bays on Store Street;and the creation of a Car Club Bay on Sparkle Street;

(b) Any modifications / improvements to the public highway or footpath and evidence of associated S278 agreement (to include build out kerbs on Store Street; Double yellow lines on Store Street; Dropped kerbs installed to provide vehicular access to the substation on Store Street; and Double yellow lines installed on Sparkle Street.
(c) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the back of pavement and the line of the proposed building on all site boundaries; and

(d) Evidence of the agreed amendments to TRO's associated with the above;

and shall be implemented and be in place prior to the first occupation of the residential accommodation hereby approved 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).

26) The development shall be carried out in accordance with sections 3, 4, 5 and 6 of the Crime Impact Statement Version B 26-07-23 as amended by Deloitte's e-mail 03-07-24

The development shall only be carried out in accordance with these approved details and within 12 months of completion, the applicant will confirm in writing to the City Council as Local Planning Authority that the development has achieved Secure 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

27) No doors (other than those designated as fire exits) shown on Dwg 10413-SHP-Z0-A-B5D8-G200-PL-00-001 rev PO4 stamped as received on 10-05-24 shall open outwards onto adjacent public highway.

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

28) The 359 cycle parking spaces shall be fully implemented as shown in Dwg 10413-SHP-Z0-A-B5D8-G200-PL-00-001 rev PO4 stamped as received on 10-05-24. The residential accommodation shall not be occupied unless and until the above cycle parking spaces are in place

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).

29) Prior to occupation of the residential accommodation hereby approved, details of the siting, scale and appearance of the air source heat pumps to the buildings hereby approved should be submitted to the Local Planning Authority for approval. The air source heat pumps must also comply with the noise criteria as specified in condition 12. The approved details shall then be implemented prior to the first occupation of the residential development hereby approved and thereafter retained and maintained in situ.

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

30) Prior to the first occupation of the residential development hereby approved details of the siting, scale and appearance of the PV's to the building hereby approved should be submitted to the Local Planning Authority for approval. The approved details shall then be implemented prior to the first occupation of the residential development hereby approved and retained and maintained in situ.

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

31) In relation to site layout, water supplies for firefighting purposes and access for fire appliances,the development shall be implemented in accordance with the Fire statement form stamped as received on 17-05-24

Reason

To ensure a satisfactory development pursuant to Policy DM1 of the Core Strategy and in accordance with the Fire safety and high-rise residential buildings Guidance August 2021.

32) No externally mounted telecommunications equipment shall be mounted on any part of the building hereby approved, including the roofs other than with express written consent of the Local Planning Authority.

Reason - In the interest of visual amenity pursuant to Core Strategy Policies DM1 and SP1

33) Unless show in the approved plans set out within condition 2, the window(s) at ground level (with the exception of those to the Townhouses) 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.

34) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people or 2 couples 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) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

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

the building shall be undertaken other than that expressly authorised by the granting of planning permission.

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

37) 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).

38) Prior to commencement of above ground works final details of the Wind Mitigation Screen as set out within Chapter 9 (Wind Mitigation) of the Environmental Statement - Volume 1, Sparkle Street May 2024 and confirmation from a suitably qualified Wind Consultant that this would be adequate, shall be submitted to and approved in writing. The approved scheme shall be implemented prior to any use of the terrace commencing and and thereafter retained and maintained in situ.

Reason - In the interest of creating a suitable and safe environment for residents and in the interests of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

39) The provision of the 222 accessible and adaptable dwellings (in line with M4(2) as set out within the Sparkle Street - Manchester, M4(2) Apartments 09 August 2024, 10413-SHP-B5D8-RP-001 P01 shall be implemented prior to occupation of the residential units hereby approved by the City Council as Local Planning Authority."

Reason - To ensure and appropriate level of accessible new homes within the development pursuant to policies
DM1 and CC10 of the Manchester Core Strategy (2012) and Places for Everyone Policy JP-H3

40) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use. In accordance with the Tree Impact Assessment dated 11/09/2024:

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

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

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

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

42) Prior to the first occupation of the residential development hereby approved a Tree Management and Monitoring Plan for the tree planting proposed on site and within Store Street this shall include:

(a) a non-technical summary;
(b) the roles and responsibilities of the people or organisation(s) delivering the Tree Management and Monitoring Plan;
(c) the management measures to maintain for a period of 30 years from the completion of development; and
(e) the monitoring methodology and frequency in respect of the created habitat to be submitted to the local planning authority,

Has been submitted to, and approved in writing by, the local planning authority.

Notice in writing shall be given to the Council when the:

(f) Management and Monitoring Plan has been implemented; and

(g)habitat creation and enhancement works as set out in the Management and Monitoring Plan have been completed.

The tree planting specified in the approved Tree Management and Monitoring Plan shall be implemented prior to occupation and managed and maintained in accordance with the approved Tree Management and Monitoring Plan.

Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved Management and Monitoring Plan.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Core Strategy policy EN15.

43) Prior to the first occupation of the residential development hereby approved a detailed Residential Management Strategy including:

(a) Details of how 24 hour management of the site in particular in relation to servicing, parking of maintenance vehicles and noise management of communal areas;

(b) A management strategy for the external amenity areas including hours during which these areas would be open to resident and how access to the communal terraces would be managed during the evening /night

shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

The approved Residential Management Strategy shall be implemented from occupation of the residential use hereby approved and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, the promotion of a sustainable and inclusive community within the development, 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.

44) Prior to development other than above ground demolition commencing a UXO Risk Management Plan in accordance with the recommendations within the Sparkle St, Manchester, Phase 2 Ground Investigation, Curtins Ref: 082142-CUR-XX-XX-RP-G-0001, Revision: P04 Issue Date: 26 April 2024 shall be submitted and approved by the City Council as Local Planning Authority

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

45) Prior to commencement of development excluding the demolition works identified on plan reference 10413-SHP-Z0-A-B5D8-JC20-XP-XX-001 a 30 year Habitat Management and Monitoring Plan for the off-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning

Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

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: 139986/FO/2024 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.

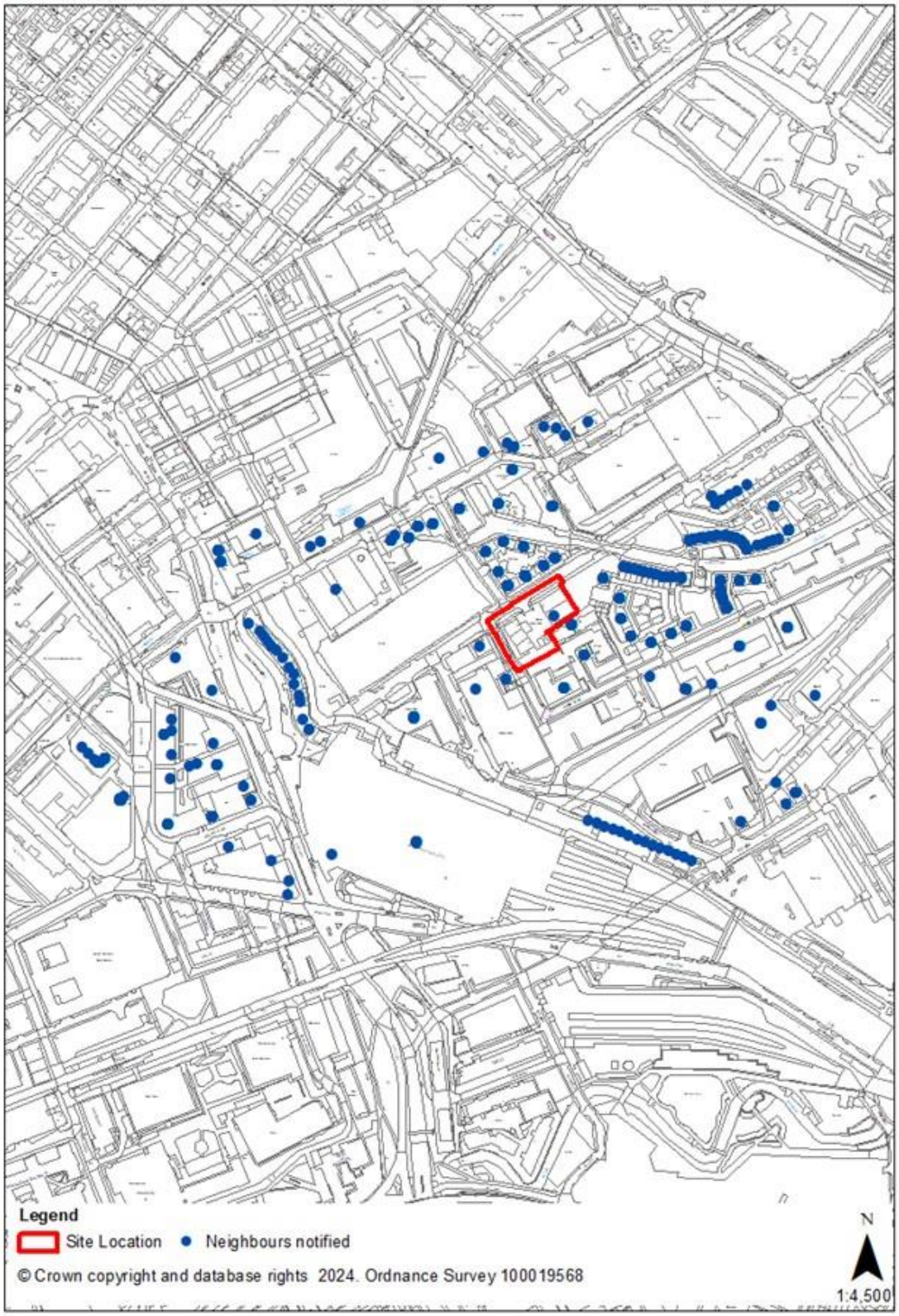
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Planning Casework Unit
Sport England
City Centre Renegeration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Geological Unit
Wildlife Trust
Active Travel England
Civil Aviation Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
High Speed Two (HS2) Limited
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Natural England
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust

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 : Angela Leckie


Legend
Site Location
Neighbours notified
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