Application Number	Date of Appln	Committee Date	Ward
141607/FO/2024	29th Nov 2024	20th February 2025	Ancoats & Beswick Ward

Proposal Creation of a new office campus comprising two office buildings (Use Class E), including: North Building comprising ground plus seven storeys (Use Class E) plus up to a total of two storeys of enclosed and exposed rooftop plant; and South Building comprising ground plus six storeys (Use Class E), plus up to a total of two storeys of enclosed and exposed rooftop plant, and also including flexible commercial uses (Use Class E and / or Use Class Sui Generis (p) and (q)) at ground floor and cycle parking; together with basement car parking, landscaping and public realm, servicing and access arrangements, highways alterations and other associated works (including the establishment of new site levels for the proposed new park)

Location Part Of The Former Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ

Applicant Government Property Agency

Agent Miss Jennifer Chatfield, Deloitte LLP

Executive Summary

The application proposes a new office campus at the former Central Retail Park comprising two office buildings. The north building would be ground plus seven storeys with roof top plant; and a south building would be ground plus six storeys with roof top plant.

The south building would include active ground floor uses to Great Ancoats Street. Public realm would include enhancements to Great Ancoats Street, the creation of a plaza to the Rochdale Canal along with a Boulevard between the north and south buildings. An access would be created on Great Ancoats Street.

There would be an enabling works phase to modify the site levels in advance of the creation of a Park which is being considered under a concurrent application.

44 objections and 2 neutral comments were received.



Image of the Office Campus and new City Park from Great Ancoats Street



Image of the Office Campus and new City Park from New Islington Marina

Key Issues

Principle of the proposal and the schemes contribution to regeneration

The proposal is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. The development of this brownfield site would deliver a key component of the Former Central Retail Park Strategic Regeneration Framework (SRF).

An 83,000 sqm office campus would be delivered with 1,000 sqm of ground floor retail floor space on a site which has been identified as a significant employment opportunity.

The Manchester Digital Campus would be a flagship development for the applicant with a focus on the digital sector. Manchester was specifically identified as the location for this development due to its longstanding legacy for technological advancement and significant existing and emerging pipeline of exceptional talent to support a development of this nature.

The vision is to create a new, dynamic and diverse commercial area, with a range of exemplary and innovative workplaces, promoting inclusivity, health and well-being. The buildings would be high-quality, sustainable, resilient, adaptable, reliable and simple to operate, creating environments for diverse communities to collaborate and perform to their highest potential.

83 trees and other forms of planting would secure a significant amount of net gain on site biodiversity. Further off site biodiversity would be required to meet 10% net gain.

This would be class-leading inclusive and accessible design ensuring the buildings can be easily used by a wide and diverse range of people. 50 accessible car parking spaces would be provided on site (15 of which would be suitable for an electric vehicle). 320 cycle spaces would be provided.

Economic

The proposal would deliver 83,000 sqm of offices and 1,000 sqm of retail space and have a construction value of £310 million. The total value of the project would be nearer £1.0 billion including final fit out and site wide improvements. It would be a catalyst for development at the wider SRF site helping to attract further financial investment into the area which would have wider socio-economic effects on New Islington, Ancoats and Manchester and support further opportunities for people and businesses.

An estimated 4,900 gross direct construction person year equivalent jobs would be supported across a four-year construction. When the development is occupied, 7,000 gross direct FTEs jobs would be provided, with 50% new jobs and 50% safeguarded jobs created. An additional 70 gross direct FTEs will be created from the retail offering.

The applicant is working closely with the Council's Work and Skills Team to devise initiatives to recruit local labour for both the construction and operational phases of development.

Social

The proposal would remove a longstanding, vacant site. The highly sustainable location, close to sustainable modes of transport, lends itself to being brought back into use for a high-quality office district and the connections it can make with other successful regeneration initiatives.

The applicant has committed to a range of corporate social responsibility measures to reach out and develop partnerships with local voluntary organisations, community groups and social enterprises, which work in the community.

The proposal would play an important part in placemaking, regeneration and inward investment (including public sector relocation). This would contribute positively to the local and Manchester economy through the direct impact of moving jobs to Manchester and the 'multiplier effect' that these jobs can have. This would increase demand for local goods and services and attracting jobs in other related industries. This would create significant positive benefits for Manchester residents and the region.

The proposal would be inclusive and accessible with all areas of public realm being step free or with suitable gradients. All levels of the building would be accessible by lift.

Environmental

The buildings are expected to achieve a BREEAM 'Excellent' rating and NABERS 5*. They would contribute to Net Zero Targets by being energy efficient.

Trees and vegetation would be lost but the landscaping would significantly improve the area, with improvements to Great Ancoats Street and the Rochdale Canal. Active uses would animate these spaces. 83 trees would be planted.

The proposal would facilitate a Park that is being brought forward concurrently under a separate planning application by delivering its final levels. The park would contribute to Manchester's green infrastructure network.

On site biodiversity improvements would be significant but to reach 10% net gain, off site credits would need to be purchased. A monitoring fee would be required to monitor the on site BNG and this would be secured through a legal agreement.

Impact on the historic environment

The proposal would impact on a number of listed building and the Ancoats conservation area. This would cause a low level of less than substantial harm which would be outweighed by the schemes benefits. The public realm, particularly to the canal, would enhance the setting of the listed assets and the conservation area.

Impact on local residents

The impact on daylight/sunlight, overlooking, air quality, tv reception, noise and disturbance and wind conditions would be acceptable. Construction impacts would not be significant and can be managed although it is acknowledged that there would be some impact on local residents, the school and local businesses, particularly with other development activity taking place locally. It is acknowledged that the unauthorised skatepark would be removed.

Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

The design would minimise overlooking of the adjacent school and homes.

A full report is attached below for Members consideration.

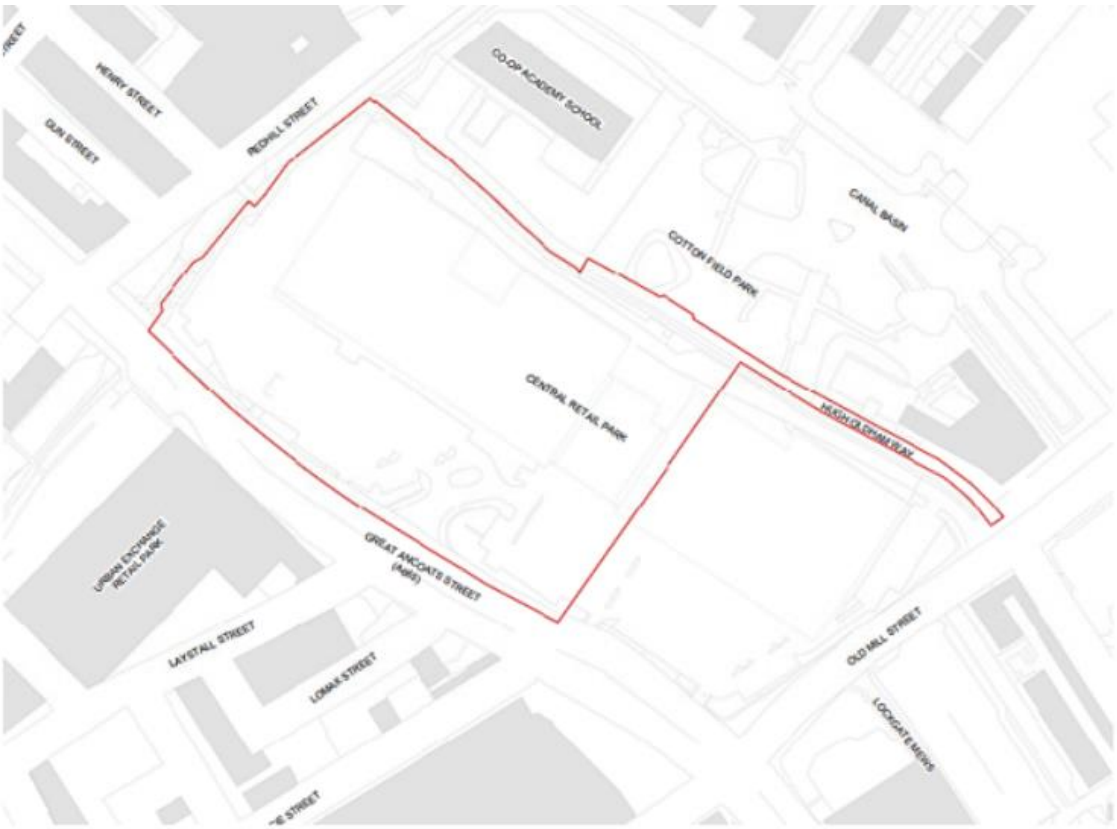
Description

This 2.98-ha site is part of the Former Central Retail Park Strategic Regeneration Framework (SRF) which seeks to bring forward employment led development with associated green space. The SRF splits the site into two development parcels with an area of green space.



SRF development Parcels

This application relates to the western portion of the site. The green space and second phase would be brought forward separately. The site is bounded by the Co-op Academy and playground and Cotton Field Park to the north and the Rochdale Canal and towpath to the west, Great Ancoats Street forms the southern boundary. The second phase occupies the eastern portion of the site.



Location Plan

The site is vacant and comprises hardstanding, trees and shrubs, and is brownfield land. The trees and vegetation are mainly on the southern, northern and eastern edges of the site. There is a significant level change of approximately 4.5 metres across the site from the north to south. It is adjacent to the Ancoats conservation area.

A culvert, known as ‘Shooters Brook’, runs through the site but its exact location is not yet known. There are other assets at the site associated with the sewer network. These would require further investigation.



Aerial view of the application site and wider SRF boundary

There is a redundant signalised vehicular access from Great Ancoats Street which would have once served the former retail park. A secondary access is available from Old Mill Street via Hugh Oldham Way. This also serves the Co-op Academy.

There is an unauthorised 'stake park' at the site. The use and associated structures do not have planning permission and does not have the consent of the landowner. The use has no status in planning terms.

The site is in New Islington and adjacent to Ancoats which has been transformed over the last 20 years through large scale residential and commercial development. Beyond the Rochdale Canal are listed former Mill buildings on Redhill Street which are a key characteristic of the Ancoats conservation area.

The Co-op Academy and playground is immediately to the north. The New Islington Medical Practice which serves the Ancoats and New Islington communities is to the north east. Beyond the school and the Medical Centre is Cotton Field Park and Marina which provides a significant recreational facility for the area along with residential and commercial uses.

Old Mill Street contains numerous apartments and the Ashton Canal Basin with access to the New Islington Metrolink stop.

On the opposite side of Great Ancoats Street is the Urban Exchange Retail Park, apartments in the Grade II* Listed Brownsfield Mill, and serviced apartments on Laystall Street.

The site is in Flood Zone 1 a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. It is approximately 3km from Clayton Vale Nature Reserve (Classified as Local Nature Reserve). The Rochdale Canal is a Site of Biological Importance. The Ashton Canal, which is also a Site of Biological Importance, is 175m east.

The site is not located in a conservation area and does not contain any listed buildings.
The Ancoats conservation area, which is adjacent to the application site, comprises industrial and manufacturing buildings from the late-18th Century, with the area being at the heart of the Industrial Revolution.

There are 28 designated heritage assets within a 250-metre of the site, including listed mills on Redhill Street/Rochdale Canal. The key assets which would be affected by the development are:

- Royal Mill (Grade II*);
- Brownsfield Mill (Grade II*);
- Decker Mill Old Mill (Grade II*);
- Doubling Mill Fireproof Mill (Grade II*);
- Sedgwick Mill (to west of junction with Murray Street) (Grade II);
- The Grade II listed structures associated with the Rochdale Canal, including:
    - Rochdale Canal Lock No.82, to east of Great Ancoats Street (Grade II);
    - Rochdale Canal Retaining Wall on South Side of Redhill Street, West of Union Street Bridge (Grade II); and,
    - Rochdale Canal Towpath Footbridge and Associated Ramps Opposite Brownsfield Mill (Grade II).

There is evidence of below ground archaeology associated with the former workers housing and small scale industrial uses. Although this was impacted when the retail park was developed, evidence of below ground archaeology remains.

The site is highly sustainable and close to the New Islington Metrolink stop and within walking distance of Piccadilly and Victoria Stations. Great Ancoats Street is a bus corridor.

This planning application should be considered in conjunction with planning application 141625/FO/2024 for the creation of a park on the adjoining site to the south east, It would include lawns, hard and soft landscaping and a range of age friendly seating. There would also be three play areas and outdoor exercise equipment. Connections would be created to the new office campus and Cotton Field Park. There would be a would be an improved landscaped setting to Great Ancoats Street.



Planning application 141625/FO/2024 for the new City Park

The Proposal

Regeneration of this site is a long-standing strategic priority. The Council acquired it in 2017 and the former buildings were demolished. The SRF seeks to create a high-quality, sustainable office district with an attractive green space at its centre.

This proposal is for an 83,000 sqm office campus together with 1,000 sqm of ground floor retail floor space.

Enabling works would: establish new site levels and aid the development of the park; remove services; carry out archaeological investigations; highway alterations and other associated works. This phase would include the erection of a permanent boundary to the school and the provision of temporary site hoardings.

The level change would be incorporated through the public realm. The ground level would be raised creating an accessible site. This would assist the delivery of the park which would be brought forward separately using excavated material from this site. In advance of the park being brought forward, the site would be covered to prevent soil erosion with the remainder of the site being used as a site compound.

Once the enabling works are complete, a civil service campus would be created in two buildings. The end user has specific spatial and functional requirements which has influenced the design. The North building adjacent to the Co-op Academy, would have a basement, ground floor and seven office floors with rooftop plant. The South building on Great Ancoats Street, would have a basement that includes 50 parking spaces, ground floor commercial uses, cycle parking and six office floors and rooftop plant.



View of the Building from Great Ancoats Street

Both buildings have a traditional tri partite subdivision with a clearly expressed ground, middle and upper section. Vertical elements are expressed in double height bays. The ground floor commercial uses to Great Ancoats Street would have an holistic shop front design and signage strategy.

The main material would be pre-cast concrete. The window design to Great Ancoats Street South Building would be more open and transparent with the North Building having more privacy to the internal spaces. Public realm would be created on Great Ancoats Street and a canal side plaza would be provided to the Rochdale Canal. A boulevard would be created between the buildings and would create a new connection to the new park.

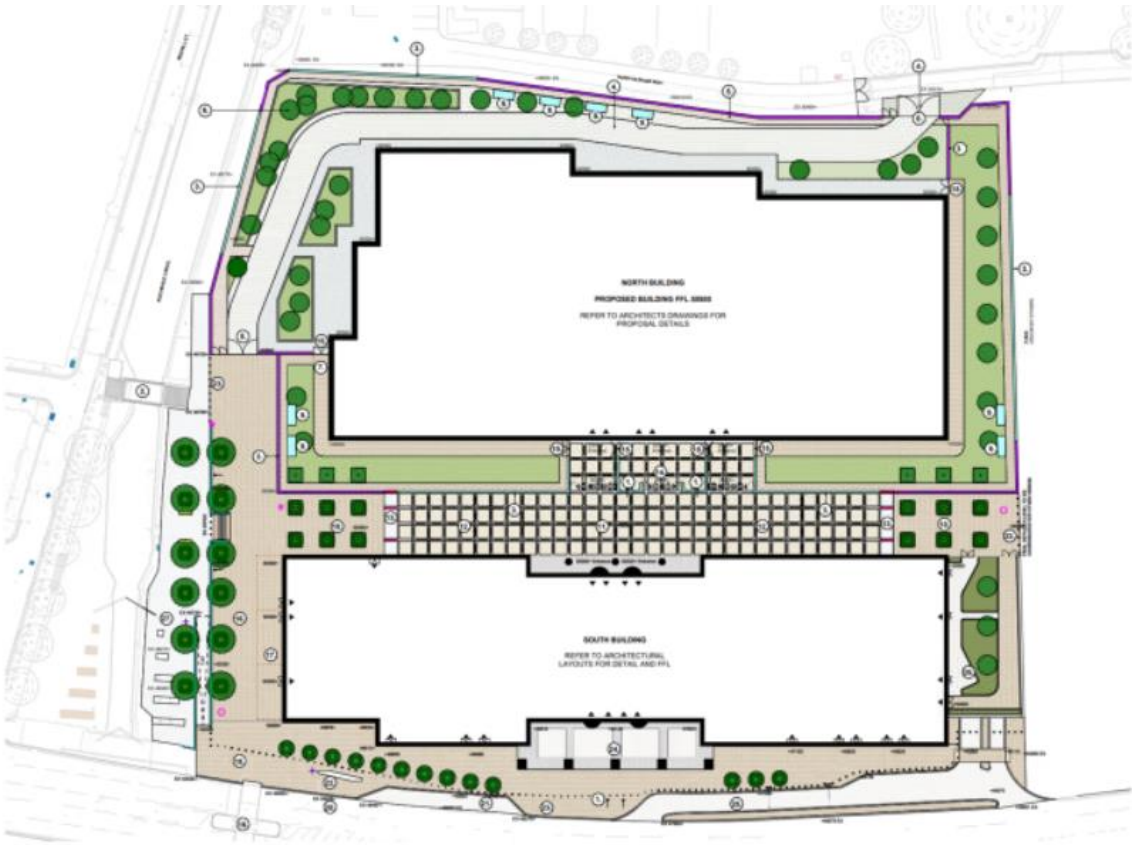


View of retail/F&B units and Canal Plaza

Canal Plaza/junction with Great Ancoats Street

An area of private landscaping adjacent to the North Building would be enclosed by a boundary wall. A private garden would also be created to the eastern elevation of the South Building.

32 trees and vegetation would be removed. 83 trees would be planted along with off-site measures to comply with biodiversity net gain.



Building layout and public realm

There would be 50 accessible parking spaces in the basement of the South Building, including 15 EV charging spaces, plus 5no. spaces associated with facilities management and operations. A shared cycle parking facility would be in the South Building for 320 bikes, with locker and shower facilities.

All servicing and deliveries would be from a vehicular layby off Great Ancoats Street. Deliveries would be planned and managed and wherever possible occur during 'out-of-hours' periods to avoid peak traffic. Refuse stores would be in the basements.

The Planning Submission

This application is supported by the following information:

- Design and Access Statement (Including Landscaping, Signage and Delivery/Servicing Strategies and Accommodation Schedule);
- Planning and Tall Building Statement;
- Statement of Community Involvement;
- Crime Impact Statement;
- Obtrusive Lighting Assessment Report;
- Operational Management Strategy;
- Response to Blue and Green Infrastructure Statement;
- Social Value Statement (includes Local Labour Statement);
- Topographical Survey;
- Ventilation, Extraction and Odour Statement (with technical inputs)

- Fire Statement;
- TV Reception Survey;
- Utility Statement, including GPR Survey results; and
- Energy Statement for Planning (including Environmental Standards Statement).

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

- Construction Phasing and Methodology;
- Air Quality
- Biodiversity;
- Climate Vulnerability;
- Effects on Climate;
- Daylight, Sunlight, Overshadowing and Solar Glare;
- Ground Conditions and Contamination;
- Historic Environment;
- Human Health;
- Materials and Waste;
- Noise and Vibration;
- Socio-Economics;
- Transport;
- Water Resources and Flood Risk;
- Wind Microclimate;
- Major Accidents and Disasters;
- Cumulative Effects

Land Interest The City Council has an interest in the site as landowner and Members are reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

The proposal has been advertised as a major development, EIA Development, of public interest and affecting the setting of a conservation area and listed building. Site notices were displayed. Notification letters were sent to residents and businesses and the following representations have been received.

44 Objections have been received. The comments can be summarised as follows:

- Development at the site is supported but the layout needs amended to allow for more direct pedestrian access from the development and park towards Piccadilly station where most will need to go. The current layout fails to provide a pedestrian crossing at the junction with laystall street. People cannot be expected to walk to the crossing at Aldi and walk through private land to get to Piccadilly station. This is fundamental and once in a generation chance to get this right;
- The proposal represents extremely dull architecture and great big massive blank wall facing the "new park";

- The buildings are too tall for this site and would dominate. It is much taller than the retail park that was here before it and which should be the guide for any further development. There is also very real danger of overcrowding in this area of the city now;
- Although the report follows standard rules for light (two hours on the spring solstice), this does not take into account the number of people affected in each case (a classroom may have 30 children plus teachers all day, versus a flat having one or two people). The daylight into classrooms might be compensated but the loss of natural light on the play areas can never be made up. These are urban children who might not get opportunities to play outside at all during daylight hours. The studies should be extended to report shadows cast to within 5m of the school yard edge. The number of children and the time spent on the yard should be reported and taken into account, as should their ages. Children have more years to have lived without sunlight than adults in nearby flats. Lower the top height and give the school children a small band of daylight to look forward to each day;
- The 'green spaces' are not really green spaces. It's just a few trees and walkways thrown together. The marina green area should be extended to include much more space;
- There is no need for office blocks that are unsightly. The green space needs to be expanded incorporating space for children and families and dog owners. There are so many huge apartment blocks popping up everywhere and they don't come with enough parking spaces and it has a domino effect on the rest of the neighbourhood;
- Selling the site off for empty office space that will not be filled as who even works full time in an office anymore? This should be solely a park with a skate park built in to honour of the DIY skate park that is already on site;
- Concerns regarding parking in this overpopulated area. When all the apartment's were built parking has not been considered;
- Not nearly enough green space. Should include a proper park and facilities for residents. Traffic and transport implications not considered - will further increase pressure faced by residents. Plans for large ugly concrete wall should be scrapped. Will also have negative impacts on one of the nice spaces by cutting down light to the marina;
- The height of the buildings will impact people who want to sit in the green area of New Islington Marina in the summer. The buildings will result in many parts of the area being in cold/shade.
- These are buildings with a little strip of green tagged onto it. With more and more people living it the city centre every year, who have dogs and children, the green of this project is not the kind of park people can let children or dogs play;
- The proposed materials are completely out of keeping with the industrial heritage of the local area. The materials proposed for this site do not compliment this, or the remainder of the industrial buildings in Ancoats.
- The massing of the proposal is all wrong. The proposal should be stepped back from Great Ancoats Street with public realm improvements present. Buildings closer to Great Ancoats Street should be lower in height, with the buildings behind it slightly taller.
- There will be moderate to adverse daylight effects and overshadow New Islington Primary School and to outdoor space directly north of the site

(Ancosts/New Islington Marina). This is simply unacceptable. The marina is one of few good examples of green space we have in the city as residents. Negative impacts to the school are unacceptable as the health and wellbeing of children should be paramount.

- Views from Redhill Street/New Islington Primary School. Redhill Street has the potential to be one of the most unique streets in the city, and potentially the country. This development has a negative impact on this. Windows have been turned away to protect the amenity of residents, but in doing so it creates the illusion of a massive concrete wall;
- The use of this land for office buildings is completely unnecessary. There is a significant number of office space in Spinningfields and on Great Ancoats Street that is currently unused and utilised, with further office space already being built in Manchester City centre;
- Concern about the impact of the building height on the William Sutton building. This would create a wall-like effect, further enclosing the area and limiting the park's openness. Moving the taller buildings to the opposite side of the site would preserve the open feel of Old Mill Street and help prevent a canyon-like effect around the green space;
- Impact on local businesses due to construction activities and lack of parking;
- The new buildings will dominate the area, overshadow the local school and marina and add nothing of any aesthetic value. Surely it's possible to build something that doesn't involve 12 foot concrete walls? Likewise a building that compliments Royal Mills, New Mill and other historic buildings in the area?
- nowhere near enough green space in this proposed development. There are so many people now living in the city centre and more to follow due to lots of residential blocks going up in the area, but there is just no green spaces for people to relax or socialise;
- The height of the building would impact up local buildings particularly on adjacent heritage architecture;
- The development would block light to the residents in the adjacent mills;
- The current roads are severely congested. There is not enough parking for the development. It is unrealistic to expect everyone to use public transport;
- There are a lack of amenities in the area. This would not meet the needs of the new staff;
- The concrete wall feels unsafe, out of proportion and an inappropriate design;
- The proposal would impact on the skate park which would be lost as part of the proposals and this would impact directly on that community;
- There is concern about the impact on air quality and the impact on local children.

Two Neutral comments have been received. The comments can be summarised as follows:

- The site currently houses a skatepark. This skatepark was made by the local skateboarding community. This community also maintains the skatepark. It is used regularly by skateboarders. It is a valuable asset to the local community. It allows people to skateboard and meet other skateboarders, with the associated physical and mental health benefits. Destroying the skatepark without acknowledging its value, and having plans for any form of replacement, could have a negative impact on the local community. For

example, skateboards will no longer have a place to skate, and seeing their hard work destroyed could have a negative impact on their mental health and general opinion of the local council. A new skateboard park / area could be included in the redevelopment of the site;

- Great Ancoats Street is already saturated with traffic, experiencing significant periods of congestion. Increasing traffic in this area is of concern, notwithstanding the effect on traffic that the multiple blocks of apartments under development will have when they are occupied. Streets adjacent to the proposed development have been subject to a new 'low traffic neighbourhood' with initial changes resulting in regular congestion, parking and road rage issues.

Highway Services this is a highly sustainable location with frequent bus services, Metrolink services and railway services nearby. The Great Ancoats Street/former retail park access/Laystall Street junction would be reconfigured and full details of the design should be agreed.

A western lay-by and a deacceleration lane would be created on Great Ancoats Street with a waiting area prior to gaining access to the site. This would be left in / left out. A ‘rejection lane’ would also be in place to allow rejected vehicle to egress onto Great Ancoats Street. Rejected vehicles would leave the site in the signalised junction and mitigation would be required. A one-way emergency access would access via Old Mill Street egress onto Great Ancoats Street, close to the pedestrian crossing.

A Pedestrian Movement Report sets out that the site is in a highly sustainable location and pedestrian routes can cater for the proposed footfall. There are car parks nearby and rail and Metrolink stations. The document has also considered the existing walking infrastructure and desire lines between these car park / public transport destinations. There is reserve capacity within the three existing signalised crossings on Great Ancoats Street closest to the site and have significant capacity to accommodate the likely footfall to be generated by the development.

A construction management plan should be agreed along with a travel plan. 320 cycle parking spaces would be available which is acceptable. Cycle parking provision should be monitored as part of the ongoing Travel Plan. Final details of the cycle parking storage, security and location should be agreed. 50 accessible parking bays, plus 5 spaces associated with facilities management and operations. 15 spaces would have electric vehicle (EV) charging points. The parking bats should accord with MCC parking standards.

The ‘Service Access’ Plan in the Design and Access Statement suggests that the refuse vehicle will access the deacceleration lane, park in the east lay-by, collect refuse and then exit via the left-out egress. The refuse vehicle will not access the site.

Active Travel England (ATE) final details of the cycle storage (lockers and provision of accessible cycle) should be agreed to ensure that it is the most accessible location for both buildings along with clearly marking cycling routes. There should be consideration as to how the development incorporates into existing highway and

cycle infrastructure beyond the site. Seating should be carefully incorporated into the proposals including ensuring that any boundary treatment does not feel imposing. Travel plan targets should be clear and aspirational.

HS2 no part of the site is in the safeguarded area. However, as safeguarding remains in place on the public highway frontages to Great Ancoats Street and Old Mill Street, they request that any decision notice includes an informative for awareness.

Environmental Health a detailed construction management plan would need to be agreed. The air quality report is acceptable subject to the provision of the electric vehicle charging points and the increase should there be demand. Outstanding details should be submitted in respect of the ground conditions relating to gas calibration certificates and soil depths and validation. A validation strategy should be agreed to ensure the remediation strategy has been implemented.

Details of commercial fume extraction should be agreed along with hours of opening. Deliveries should take place 07:30 to 20:00, Monday to Saturday with no deliveries/waste collections on Sundays/Bank Holidays. The lighting is acceptable and would have no impact on amenity. A noise assessment would be required to consider any noise out break from the commercial accommodation and a management strategy for any external seating. Final details of the rooftop plant should be agreed.

The testing of any emergency plant/generators should be restricted. There should be no testing undertaken at the weekend or on a Bank Holiday. The waste strategy for the office development is acceptable. Details of the waste for the commercial should be agreed.

Flood Risk Management advise that further investigations should be undertaken to examine the location of the culvert. Details of a surface water drainage scheme should be submitted for approval along with a management regime and verification report.

United Utilities (UU) object to the proposal on the grounds there are UU assets at the site which should be investigated, and further consideration should be given to the drainage scheme to ensure it meets sustainable drainage principles.

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

Greater Manchester Ecology Unity (GMEU) the main ecological issues are proximity to the Rochdale Canal SBI and biodiversity net gain. Other ecological issues include nesting birds, wall cotoneaster and trees with low bat roosting potential. A condition should be imposed to agree an Environmental Construction Plan for working in close proximity to the canal. Five trees have potential for bats and these should be felled using ‘soft felling’ techniques. The Rochdale Canal may be a commuting corridor for bats and any lighting in these areas should be agreed. No works to trees should be carried out in bird nesting season. A method statement for wall cotoneaster should be agreed. Bird and bat boxes should be agreed.

A biodiversity assessment has been provided, this indicates that a 10% net gain for area and river units, cannot be achieved on site. The purchase of off site credits would therefore be required. There are no objections to the net gain strategy. The on-site units proposed for creation are significant due to the urban tree planting proposals. The management and retention of these on site habitats should be the subject of a 30 management plan.

Environment Agency previous industrial activities result in elevated concentrations of contaminants with a medium risk of contamination that could be mobilised during construction and pollute controlled waters. The deep culverted Shooters Brook Watercourse should be subject to further assessment. Conditions are recommended to further consider the impact on ground conditions on controlled waters and to agree piling methods.

Greater Manchester Archaeological Advisory Service (GMAAS) the site has archaeological interest and could retain importance physical evidence for the development of Ancoats during the late 18th and early 19th centuries. Further archaeological investigation is warranted in advance of development and a condition should be imposed to secure those works.

Aerodrome Safeguarding at Manchester Airport have no objections subject to an informative in relation to cranes.

Historic England have no objections on heritage grounds. They welcome the intention to bring this vacant and neglected site back into use, and to incorporate improved access to the canal side path which will allow better access to and interpretation of the significant listed textile mills facing the site.

The proposed buildings, although large, are of comparable height to the listed mills and do not unduly dominate them or undermine their group value. The wall around the north building could appear imposing and impersonal and affect the setting of the listed mills. They would like the public realm and wall to incorporate heritage themes.

There public realm could be influenced by the outcome of the archaeological work. The incorporation of authentic heritage information could contribute to the environmental quality of a place and social wellbeing by bringing the Ancoats story to a wider audience.

Canal and River Trust (CRT) the proximity of the proposal to the canal, means that excavations or vibrations from plant or machinery could affect land stability and have an adverse impact on its structural integrity. Enabling works include a 10m buffer to the canal during construction. A condition should be imposed which agrees a risk assessment for working closely to the canal and an environmental construction management plan.

CRT welcome the creation of canal plaza space would form a key interface and movement space. The scheme promotes the use of the canal towpath and interconnectivity. Conditions should require further details of the concrete perimeter wall to the North building to ensure its successful relationship with the canal along with tree planting and heritage interpretation.

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995).

The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

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

Places for Everyone

Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted on March 2024.

The relevant policies are as follows:

JP-Strat1 - Core Growth Area – The proposal would support the role of the city centre as a major growth area. The provision of 83,000 sqm of grade A office space in this area would provide jobs and public realm. It would also act as a catalyst for other development in the wider SRF area and in the city centre.

JP-Strat2 – City Centre – The proposal would help consolidate the role of the city centre as one of the most significant economic locations in the country. This highly accessible location is appropriate for this high density Grade A office space.

JP-Strat14 – A Sustainable and Integrated Transport Network – This would be a high density development close to excellent public transport. Connections in and around the site for pedestrians and cyclists would be improved.

JP-S1 – Sustainable Development – This is longstanding, brownfield site. The site is contaminated but it is not considered to be complex. The buildings would be energy efficient and would meet the highest sustainable standards. PV and ASHP would generate renewable technology. Biodiversity at the site would be improved and water and recycling would be managed to ensure this is a sustainable development.

JP-S2 – Carbon and Energy – The proposal would exceed current Building Regulations. BREEAM excellent should be achieved.

JP-S4 – Flood Risk and the Water Environment – The proposal would be supported by a surface water drainage system.

JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate current air conditions. Measures would be employed during construction to control dust and impacts from construction and earthwork activities. When the site

is operational, a travel plan would promote the accessible location and promote public transport, walking and cycling. There would be 320 cycle spaces including washing facilities. 15 EV charging points would also be provided.

JP-S6 – The waste hierarchy would be supported through the provision of recycling facilities. Waste would be minimised through the construction process.

JP-J1 – Supporting Long Term Economic Growth – This proposal would support 83,000 sqm of office space targeted at digital and professional economic sectors. This is directly supported by this policy and would contribute to bringing talent and jobs in this sector to the city. The applicant has provided a strong social value strategy to ensure local talent is supported into jobs. Local employment would also be created through construction and would be supported by a Local Benefit Proposal.

JP-J2 – Employment Sites and Premises – Employment led regeneration is supported at this site. The size of the site is an opportunity to deliver a significant amount of office space in an accessible location. The proposal would help to maintain the city centres position as one of the prime office locations in the country.

JP-J3 – Office Development – The 83,000 sqm of office space would contribute to the 2,019,000 sqm of floorspace that needs to be provided in the plan period. The city centre is expected to account for more than half of this due to its connectivity and accessibility.

JP-G1 – Landscape Character – The canal plaza would improve the setting to the Rochdale Canal. It would use natural stone and tree planting to respond positively to the historic canal context and the nearby listed buildings and conversation area. There would be historic references in this space on the boundary treatment which would explain the history of the area and the below ground archaeology.

JP-G2 – Green Infrastructure Network – 83 trees would be planted along with other planting. This would suitably mitigate for the trees and vegetation lost creating a the green infrastructure at the site and along the Rochdale Canal edge.

JP-G3 – River Valleys and Waterways – The proposal would respond positively to the Rochdale Canal with a new plaza area which would be activated by commercial outlets. Tree planting would create an inviting space to dwell.

JP-G6 – Urban Green Space – The public realm would support the local community and the office campus. A green edge to Great Ancoats Street would improve the environment along a main arterial route.

JP-G7 – Trees and Woodland – 83 native trees would be planted and would mitigate those lost with a net enhancement. Biodiversity and the character of the area, particularly Great Ancoats Street and the Rochdale Canal would be improved..

JP-G8 – A net enhancement of biodiversity and geodiversity – The tree planting and vegetation would result in a biodiversity measures on site. Off site improvements would be sought to achieve the required 10% net gain.

JP-P1 – Sustainable Places – The design would minimise the impact on the historic environment. Public realm and landscaping would enhance the setting of the buildings and improve the character of the local area, particularly along Great Ancoats Street and the Rochdale Canal. There would be localised impacts on residents, business and the local primary school. The buildings are energy efficient and meet current standards. Water is managed on site in line with sustainability principles. The proposal would be accessible and would create legible and accessible public realm. Connections beyond the site boundary would be improved with links to Cotton Field Park and the canal towpath. Whilst there would be a loss of green infrastructure at the site, this is suitably mitigated through 83 trees being planted across the site.

JP-P2 – Heritage – There would be some localised impact on the Ancoats conservation area and nearby listed buildings, but in all cases they remain legible and understood. The development of this vacant site and improvements to the setting of, and access to, the Rochdale Canal through enhancement to the public realm would deliver heritage benefits including providing an improved setting in which to view to listed mills from this site.

JP-P4 – New retail and leisure uses in Town Centres – The proposal would introduce 1,000 sqm of ground floor commercial Class E space in the city centre which is acceptable.

JP-P5 – Education, skills and knowledge – There is a strong social value strategy to promote access to employment for local residents during the construction process and when the building becomes operational. The applicant would work with the Council's works and skills team to ensure that local residents have access to highly skilled jobs.

JP-P6 – Health – The development would support active travel to and around the site in the interest of health and wellbeing.

JP-P7 – Sport and Recreation – The proposal would create public realm, and link to other areas of open space and recreation, which promotes health and wellbeing for residents, visitors and those working at the site.

JP-C1 – An Integrated Network – The proximity to public transport should minimise car trips. The highway would be improved to ensure safe pedestrian movement. 320 secure cycle spaces would be created. Trips during construction would be managed to minimise the impact on the local highway network.

JP-C2 – Digital Connectivity – The proposal would be a Grade A office space targeting the digital sector.

JP-C3 – Public Transport – The proposal is well connected to accessible forms of public transport with enhancement to the pedestrian environment and walking and cycling routes.

JP-C4 – The Strategic Road Network – Modelling has demonstrated that the proposal would not result in any undue harm to the capacity of the highway network.

There would be limited on site car parking with workers encouraged choose a wide range of sustainable travel options. The local highway network would be improved to make access and egress safe for vehicles and pedestrians. Connectivity to the canal and adjacent park would be improved. Construction impacts would need to be carefully managed over 4 construction period.

JP-C5 – Streets for All – The public realm would be accessible. Great Ancoats Street would be improved creating a more pedestrian friendly and accessible environment for all. Cycle provision would be created in the public realm. The building has a bespoke servicing strategy to minimise the impact of servicing on the proposal and the strategic road network.

JP-C6 – Walking and Cycling – The proposal would support and improve pedestrian movement and cycling. Pedestrian routes would be safe and secure and well lit, with clear wayfinding and level access. A Canal Plaza would create a more accessible and inviting environment to the canal. Cycle provision would be available in the public realm. Great Ancoats Street would be improved with new hard landscaping and trees. There would be an accessible route through the site along The Boulevard.

JP-C8 – Transport requirements of new developments – A safe access would be created off Great Ancoats Street for vehicles. The pedestrian environment would be improved. There would be safe and convenient access to public transport. The 50 parking spaces would all meet accessible standards. A 320 space cycle store would be created. 15 parking spaces would be fitted with EV charging. A dedicated drop off area would be created, managed by the buildings facilities management. Servicing would be carefully controlled and managed in the basement. Construction management impacts would be carefully managed to minimise the impact on the local highway network.

JP-D2 – Developer Contributions – A legal agreement would secure a monitoring fee for the management of the significant on site BNG.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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 this proposal would reduce the need to travel by private car and support sustainable development and minimise impact on the climate.

SO2. Economy The scheme would create 83,000 sqm of office floorspace and provide construction jobs and permanent employment. 1000 sqm of active ground floor uses would be created. The location is highly accessible. The employment would support the City's economic performance.

S05. Transport The proposal would be highly accessible, reduce the need to travel by private car and use public transport effectively. Enhanced public realm would improve connectivity in and around the site.

S06. Environment The proposal would enhance the natural and built environment, ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to all.

Policy SP 1 (Spatial Principles) - The proposal would have a positive impact on visual amenity and the character of a strategic regeneration area. The buildings would be high quality and complement existing and recent developments. New place making would enhance movement around the site and the setting of the Rochdale Canal and adjacent conservation area.

Policy EC1 (Land for Employment and Economic Development) – The proposal would create 83,000 sqm of office space at a highly accessible site in a key location for employment growth. It would help to spread the benefits of growth across the City and thereby help to reduce economic, environmental and social disparities. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use.

The City Centre is a key location for major employment growth and the proposal would create jobs during construction and when in operation. The design would use the site efficiently and enhance the sense of place. It would provide users and employees with access to a range of transport modes and create a safer place by reducing opportunities for crime.

Policy EC3 (The Regional Centre) – This is an appropriate location for this proposal with excellent sustainable transport nearby. The scale and type of activity would not undermine delivery of employment space elsewhere.

Policy EC5 (East Manchester) – This development would provide a significant employment opportunity on Great Ancoats Street. The proposal would provide an employment opportunity in the Regional Centre. The site is close to public transport including rail, tram and bus services. The setting of the Rochdale Canal would be improved by a new plaza which would be activated by commercial uses with seating and recreational space. There would be some minor harm to adjacent heritage assets such as the Ancoats conservation area and nearby listed building, this has been minimsed through the siting, scale and appearance of the building. There are heritage benefits from the removal of this vacant site plus public realm, including to the canal which would provide an improved setting to view the heritage assets.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – This would be a high quality proposal providing offices in an area identified primarily for economic development.

Policy CC5 (Transport) - The proposal would be accessible by a variety of modes of sustainable transport which would minimise its impact on local air quality.

Policy CC6 (City Centre High Density Development) – This high density proposal would maximise the efficient use of land.

Policy CC7 (Mixed Use Development) – The ground floor would activate the street edge and provide amenities and services to the new business community and residential community.

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

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

Policy CC10 (A Place for Everyone) – The proposals would be a catalyst to the regeneration of this key strategic site and would complement nearby regeneration activity. The proposal and the public realm would be fully accessible.

Policy T1 (Sustainable Transport) – The limited on site car parking would support modal shift from car travel to more sustainable alternatives. 320 cycle spaces would be provided together with wash facilities. Improvements to pedestrian routes and the pedestrian environment would prioritise pedestrians, 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 residents to jobs, local facilities and open space.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would enhance the character of the adjacent conservation area and the image of Manchester. The development of a large site that has been vacant for many years would be a significant milestone in the areas regeneration. The design responds positively at street level and would enhance permeability. The design is discussed in detail below.

Policy (EN3 Heritage) – The impact on the settings of the nearby listed buildings and the Ancoats conservation area is minor and discussed in more detail later in the report.

Policy EN6 An Energy Statement sets out how development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN8 (Adaptation to Climate Change) – A BREEAM Assessment and Sustainability Report, identifies measures that will ensure that the development would reach a target rating of “Excellent”.

Policy EN9 (Green Infrastructure) – The proposal would see 83 new trees and planting. This would support the City’ green infrastructure ambitions along with creating new links to existing areas of open space and public realm.

Policy EN11 (Quantity of Open Space, Sport and Recreation) – The application site presents an opportunity to create new areas of public realm in the form of the

Rochdale Canal Plaza, The Boulevard and Great Ancoats Street. This would also connect into the new park (planning application 141625/FO/2024) and surrounding links.

EN12 (Area priorities for Open Space, Sport and Recreation) – The area priorities for the city centre and east Manchester are to provide new open spaces in accessible locations that integrate into the character of the area. This proposal would realise this objective.

Policy EN15 (Biodiversity and Geological Conservation) – The removal of trees and vegetation would impact on the ecological and biodiversity value of the site. Mitigation would provide a higher quality and more considered landscaping at the site and the setting of the buildings.

Policy EN16 (Air Quality) - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and emissions from traffic would be minimised. The proposal would not compromise local air quality conditions. Appropriate mitigation can be put in place during construction. Car parking levels would be low, cycling is encouraged (including the provision of 320 cycle stands and wash facilities) and electric car charging is provided.

Policy EN17 (Water Quality) – An assessment of the site's groundwater conditions shows the proposal would be unlikely to cause contamination to surface and ground watercourses and the impact on water quality can be controlled by a condition. The culvert and other water assets must be properly identified and surveyed.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks arising from ground contamination and, as under Policy EN17 above, the impact could be controlled through a condition.

Policy EN19 (Waste) - The proposal 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 onsite management team would ensure the various waste streams are managed.

Policy DM1 (Development Management) – Careful consideration has been given to the design, scale and layout of the building along with associated impacts on amenity.

These issues are considered full, later in this report.

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

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

Saved Policy DC18.1 Conservation Areas – The proposal would result in a low level of harm to the character and appearance of the adjacent conservation area. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would result in a low level of harm to the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Saved Policy DC20 Archaeology – An archaeological desk based assessment concludes there is evidence of below ground archaeology and this needs to be investigated further and this can be secured by condition.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by an acoustic assessment and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise both during the constriction and operational phases of the development. This is discussed in more detail later on in this report.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. Great Ancoats Street significant road route in the City. This proposal provides a building of the highest quality design which will provide a new employment led regeneration for this part of the City Centre.

Other material policy considerations

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

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

Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;

Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new

buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

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

The proposal responds to local context and its scale would be appropriate. Its siting and massing would minimise the impact on nearby buildings and provide buildings of civic quality onto Great Ancoats Street which would redefine the street edge. The public realm provides an appropriate setting to the buildings and would enhance the environment to the Rochdale Canal. High quality materials would be used both for the buildings and hard landscaping. Secured by Design principles are incorporated with measures to ensure a fully accessible development.

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

Public realm would improve accessibility in and around the site including to the Rochdale Canal and Great Ancoats Street. New routes would be established to the park. 83 new trees would be planted to mitigate those lost alongside enhancements.

Former Central Retail Park Strategic Regeneration Framework (2023)

The vision set out within the SRF is: *"to create a new high-quality, sustainable office district with attractive public realm at its centre. A new park will provide an appealing green space and recreational facility for the local residents, new office workers, employees, and visitors. The proposals build upon the strategic location of the site and its strong connections to the city centre and transport networks."*

The SRF should deliver new and innovative office led district which achieves a density that optimises and capitalises on the areas accessible location. Ground floor uses would also be supported. The buildings developed should be energy efficient and have sustainability at the centre of design.

The SRF has split the former Central Retail Park site into two main development parcels (Phase 1 (the application site) and Phase 2 (land to the east at the junction with Great Ancoats Street and Old Mill Street). A central green space is proposed linking the two plots.

The SRF states that development parcels must respond positively to the area. A new street edge should be created to Great Ancoats Street. The SRF also envisages the creation of a new Piazza to the canal together with improving connections to other parts of the city centre.

The scale of development should be informed by local context and should respect the adjacent conservation area. Stepping of building heights could create visual interest.

The proposal would deliver the aims of the SRF. 83,000 sqm of Grade A office accommodation would be provided along with 1,000 sqm of commercial (Class E). The height, scale and massing would respond positively to the conservation area and minimise its impact on residents. Placing making and public realm would revitalise the site including new plaza to the canal and works to Great Ancoats Street. Ground

floor commercial uses would activate Great Ancoats Street. The buildings would be BREEAM 'Excellent' and achieve NABERS 5*. Connections would be created to the canal and new park.

City Centre Strategic Plan 2015-2018 (March 2016)

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

The site is in the expanded city centre and offers an opportunity to create a significant employment which could act as a catalyst for further change. The proposal would deliver 83,000 sqm of Grade A office space where development is essential if the city centre is to continue to meet growth objectives.

Manchester Strategy (January 2016)

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. This proposal would deliver 83,000 sqm of Grade A office space and provide 7,000 jobs. Jobs would be created during construction.

National Planning Policy Framework (2024)

The revised NPPF re-issued in December 2024. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development.* The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a Strong, Competitive Economy'* states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

83,000 sqm of Class E office accommodation would be created at the site to support a new civil service campus in the City. This would support economic growth in this part of the city centre, attract investment and creating jobs. Construction jobs would also be created as part of the development and initiatives would be used to ensure this is local employment where possible.

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

The proposal would be safe and secure. Cycle parking is provided along with car parking (including accessible parking). New public realm and green infrastructure would be provided which would also link into other nearby schemes.

Section 9 '*Promoting Sustainable Transport'* states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health*' (paragraph 110).

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 115).

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 116).

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 117)

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 118).

The site is located in the city centre, is well connected to all public transport modes which would encourage sustainable travel. Limited on site car parking would discourage traveling to the site in a car. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car

travel. A travel plan and operational management would be secured as part of the conditions of the approval. There would be improvements to the public realm around the site to aid movements alongside a wider package of highway improvements.

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 124).

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 125)

Paragraph 130 (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.

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The office accommodation would be created on a site identified to for this purpose. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

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

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to

accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken ti incorporate trees elsewhere in developments, that appropriate measures are in pace to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 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 highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. Street trees would be planted.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change'* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

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 164).

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 168).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site. Green roofs would be included in the proposal together with use renewable technologies including solar panels and air source heat pumps.

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

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

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriate remediated.

Paragraph 198 outlines that decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

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

Paragraph 199 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 the construction process. There would be a travel plan and access to public transport for occupants of the development.

Section 16 '*Conserving and enhancing the historic environment'* states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 207).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210)

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 216).

The proposal would result in a low level of less than substantial harm to the heritage assets and this would be outweighed by public benefits. 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 proposals that accord with an up-to-date development plan without delay.

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.

A construction management plan would include dust management measures to minimise the impact of the construction process.

This would be a low car development providing 50 accessible spaces, 15 of which would be fitted with EV charging. A travel plan would encourage sustainable travel. Trains, trams and bus serves are nearby.

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.

A construction management plan would include measures to minimise noise impacts of the construction process.

The ground floor commercial uses would be treated to prevent noise outbreak. The plant would adhere to the Council's noise criteria to ensure that it is suitable for use given the close proximity of homes.

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

The siting, scale and appearance of the building responds appropriately to the local context. The materials and architecture would reflect its position on Great Ancoats Street and adjacent to the Ancoats conservation area and listed buildings.

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).

The proposal would create public realm which would improve connectivity for pedestrians and cyclists, including to the Rochdale Canal and other adjacent spaces.

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.

This is a highly accessible location. Modelling has demonstrated that there would be no unduly harmful impact on the highway network. Amendments to the highway would ensure that access and egress is safe. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes. There would be 50 accessible parking space and 320 cycles spaces.

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.

The proposal would result in a low level of harm to heritage assets. There would be considerable public benefits including the development of a 83,000 sqm of Grade A office space with a capacity for 7000 worker on a long standing vacant, brownfield site. Jobs would be created during construction and local labour would be prioritised. Significant areas of public realm and place making would be created including 83 trees. The proposal would be highly sustainable and meet the highest industry standards. The design would be acceptable and respond to local context.

Other legislative requirements

Section 66 Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") 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

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between

persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

- Construction Phasing and Methodology;
- Air Quality
- Biodiversity;
- Climate Vulnerability;
- Effects on Climate;
- Daylight, Sunlight, Overshadowing and Solar Glare;
- Ground Conditions and Contamination;
- Historic Environment;
- Human Health;
- Materials and Waste;
- Noise and Vibration;
- Socio-Economics;
- Transport;
- Water Resources and Flood Risk;
- Wind Microclimate;
- Major Accidents and Disasters;
- Cumulative Effects

The proposal is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

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

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

Conservation Area Designations

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. The Victoria Square housing and St Peter's Church represent some of these other key buildings. These buildings have a different style of architecture than the mill buildings in form, scale and appearance. It is considered that these Listed Buildings, along with other older non listed buildings, provide a rich, often contrasting, mix of architectural styles alongside the dominant mill buildings.

Issues

Principle of the redevelopment of the site and contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Centre is the primary economic driver in the City Region and Regional Centre needs to accommodate significant employment to support the long-term economic success of the city (EC1, EC3 and EC5).

This approach is also supported by Places for Everyone. JP-Strat2 emphasises the City Centre's significant economic role, having a primary focus for business among other uses and supporting Greater Manchester's economic growth. Policy JP-J3 earmarks over 2 million sq. m. of accessible new office floorspace for the region, with more than half of this to be accommodated within the City Centre.

There is an acknowledged shortage of good quality office accommodation in the Regional Centre and demand has remained strong post pandemic. As occupational demand grows, good quality products must be brought forward in sustainable locations such as this.

The Former Central Retail Park SRF seeks to create a commercial-led mixed-use destination. This proposal is consistent with the SRF vision and would act as a catalyst for development of the remaining site.

The proposal would deliver 83,000 sqm of office space and 1,000 sqm of retail space. It has a GDV over a four year construction period of £310 million with a total investment of £1.0 billion including internal fit out and place making.

The delivery of this accommodation is essential if the city centre is to remain competitive, meet occupier demands and ensure investment continues. The proposal would create jobs, active ground floor uses and public realm. The site is in close to Piccadilly and Victoria Rail Stations, Shudehill interchange and the New Islington tram stop. The site is well suited to this use and many amenities are nearby.

Section 6 of the NPPF states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

An estimated 4,900 gross direct construction person year equivalent jobs would be supported across a four-year construction phase. When the offices become occupied, there would be 7,000 gross direct FTEs jobs, with 50% new jobs and 50% safeguarded.
An additional 70 gross direct FTEs would be created within the ground floor retail.

Manchester was selected as the location for new digital campus due to its talent pool. The applicant is committed to recruitment that heavily draws on local talent for both digital and ancillary employment.

The investment made in this first phase of the SRF would support economic growth and job creation. A local labour agreement would provide opportunities to local people.

The design would meet required standards for a strategic proposal being, would be energy efficiency and improve the public realm, pedestrian connectivity and complement the proposed green space.

The proposal would therefore be consistent with the policies in the development plan, when read as a whole, including SP1, EC1, EC3, EC5, CC1, CC6, CC7, CC8, CC9, CC10, EN1 and DM1 as well as strategic policies in Places for Everyone such as JP-Strat2 and Policy JP-J3 together with the City Centre Strategic Plan.

Phasing

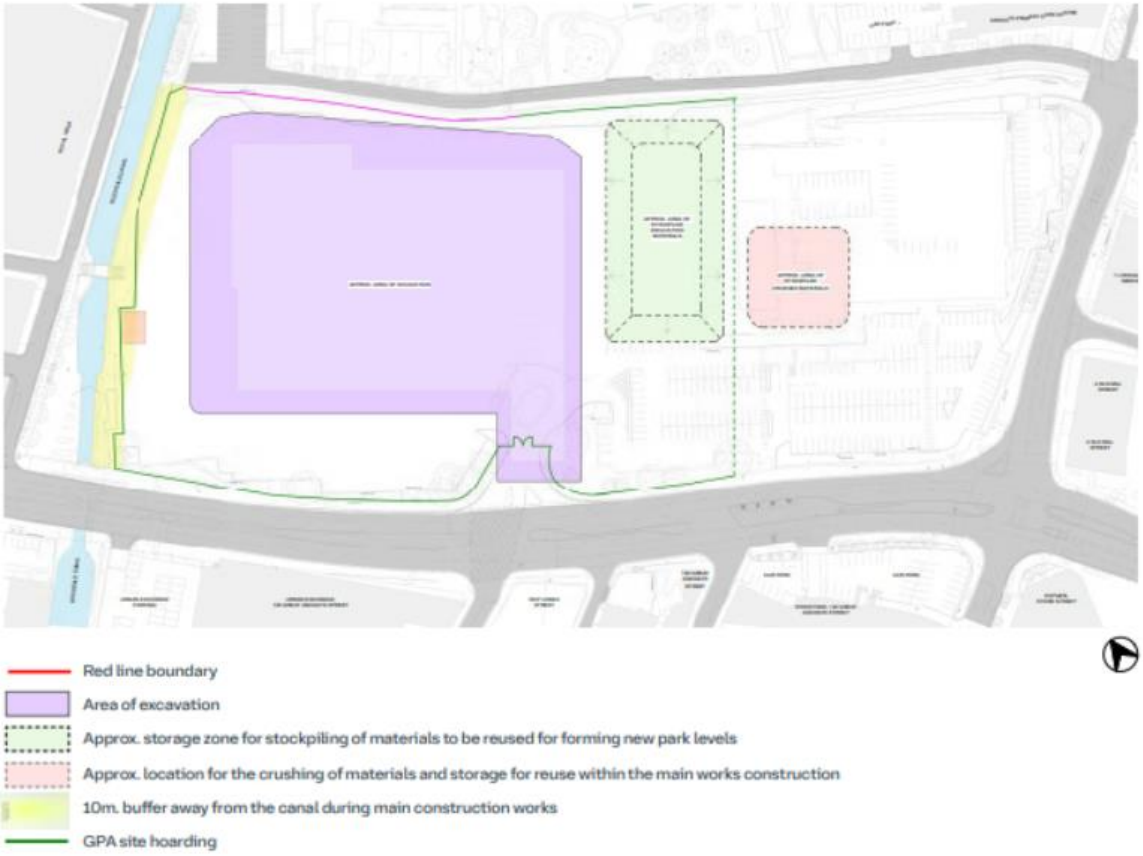
Enabling works are required prior to any redevelopment, including changes to site levels for the creation of the Park, the remainder of which would be delivered separately and is subject to a separate planning application. In addition, there would be stockpiling of materials for reuse in the main works, formation of permanent and temporary boundaries, removal of redundant services, highway alterations and other associated works.

Concrete slabs and parking paving would be crushed and stored in a designated area (yellow in the below image) for reuse during the early stages of the main works. In order to reduce material use and lower embodied carbon.

Temporary boundaries would be established to keep the site safe and secure for the duration of the works. A permanent 4.6m (3.6m concrete wall plus 1m metal toping) boundary wall, would be constructed along the school during enabling works to minimise disruption of construction works and when the development is operational.

Archaeology would be monitored and recorded during the excavation works. Other enabling works include the removal or diversion of services, and the setup of a temporary substation to facilitate the main works.

This phase would include investigations to establish the exact location and condition of the culvert which would inform the final drainage strategy. The applicant has committed to discharging surface water into the culvert rather than into the combined sewer if its condition is suitable.



Extent of works during the Enabling Phase

Climate change, sustainability and energy efficiency

The proposal would be low carbon, energy efficient and in a highly sustainable location with excellent access to public transport including rail, bus and tram infrastructure. It would develop a brownfield site and sustainability would be embedded into the design, construction and operational aspects. It would be largely car free with on site cycle parking and a comprehensive travel plan would encourage sustainable travel choices. 15 of the on site parking spaces would be fitted with electric vehicle charging.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change. Measures would minimise the impact on the Rochdale Canal.

The offices would be energy efficient with a high-performance fabric, air tightness and highly efficient services with measures to minimise its impact on air quality, waste and recycling. They would target BREEAM 'Excellent' and a NABERS 5*.

The offices have been assessed against the 2010 version of Part L of the Building Regulations to demonstrate performance against Core Strategy policies EN 4 and EN6 together with PfE Policy JP-S2. The buildings have also been assessed against the 2021 version of Part L of the Building Regulations as this is the current version and the version that compliance will need to demonstrated to satisfy the Building Regulations.

The design maximises natural daylight to reduce reliance on artificial lighting. Fins on the façade would provide privacy and reduce solar gains and in turn reduce the need for mechanical cooling.

The buildings would be all electric and would benefit from a decarbonising grid. They have roof mounted photovoltaic panels (PV) and air source heat pumps (ASHPs) for heating and hot water generation and a proportion of each buildings regulated consumption can be generated by renewable technologies. When assessed against Part L2 2010 the North Building shows a carbon improvement of 50%, and the South Building improvement of 54%. The figures for Part L 2021 are 20% for the North Building and 22% for the South Building.

The 83 trees and landscaping would improve biodiversity and surface water would be managed. The applicant has set out a social value model for how the proposal would be delivered and is committed to embedding social value into every competitively awarded contract.

The Preferred Contractor would need to:

- Demonstrate their track record of unlocking a wide range of social value through the construction phase of developments.
- Develop and deliver a bespoke social value plan including drawing on their extensive existing network to truly reach out and integrate with local initiatives in both neighbouring communities and the wider city.
- Sign up to the Considerate Contractors Scheme.

Prospective contractors would be required to evidence their commitments to a More Prosperous Greater Manchester in their tender and would be expected to have considered the following measures (amongst others): Involvement in the Greater Manchester Good Employment Charter which aims to elevate employment standards in Greater Manchester, Payment of the Real Living Wage and promote workplace diversity and inclusive recruitment and tackle potential bias.

When the proposal becomes operational the applicant would ensure as many jobs as possible go to local people and would implement strategies which support hiring people who live locally, where appropriate for the role.

The skilled nature of the jobs would support the retention of and attraction talent to the city. The applicant specifically chose Manchester due to the pool of talent associated with digital skills.

The applicant would work closely with the universities and educational establishments in the city to help create people with the skills needed for the Civil Service. Recruitment would target local people from diverse backgrounds and include training and career path opportunities to allow people to progress and take more senior roles.

In order to ensure that as many jobs as possible go to local people, the applicant would work closely with colleges and universities to help shape and strengthen digital courses to grow the talent in this sector. A range of employment, skills and training initiatives would be developed to maximise the accessibility of employment opportunities to residents in partnership with the Council's Work and Skills Team. There is also a commitment to the create an educational engagement programme for local schools, colleges and universities, offering site visits, career talks, STEM activities and work experience placements.

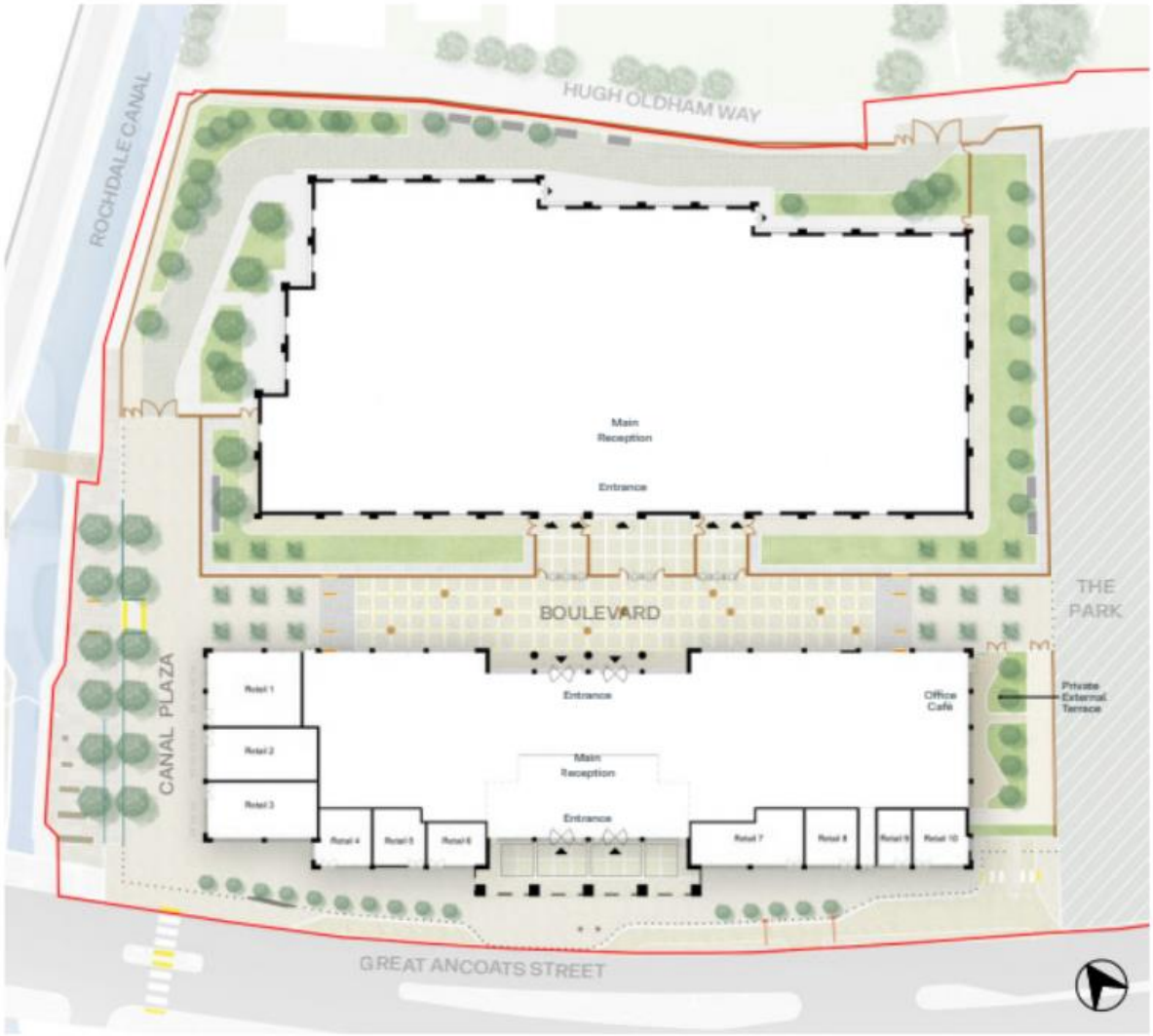
As well as digital roles, there would also be roles targeted in facilities management, catering, cleaning or stewarding and security, and roles in the ground floor retail and amenity units.

Building Design Quality

Enabling works would establish site levels, make necessary alterations to the highway and establish boundaries to the site. The main elements of the proposal are:

North Building set back from the northern and western boundaries, close to the Rochdale Canal and the Coop Academy. South Building - set back from the southern and western boundaries, addressing the public realm, the Rochdale Canal and Great Ancoats Street.

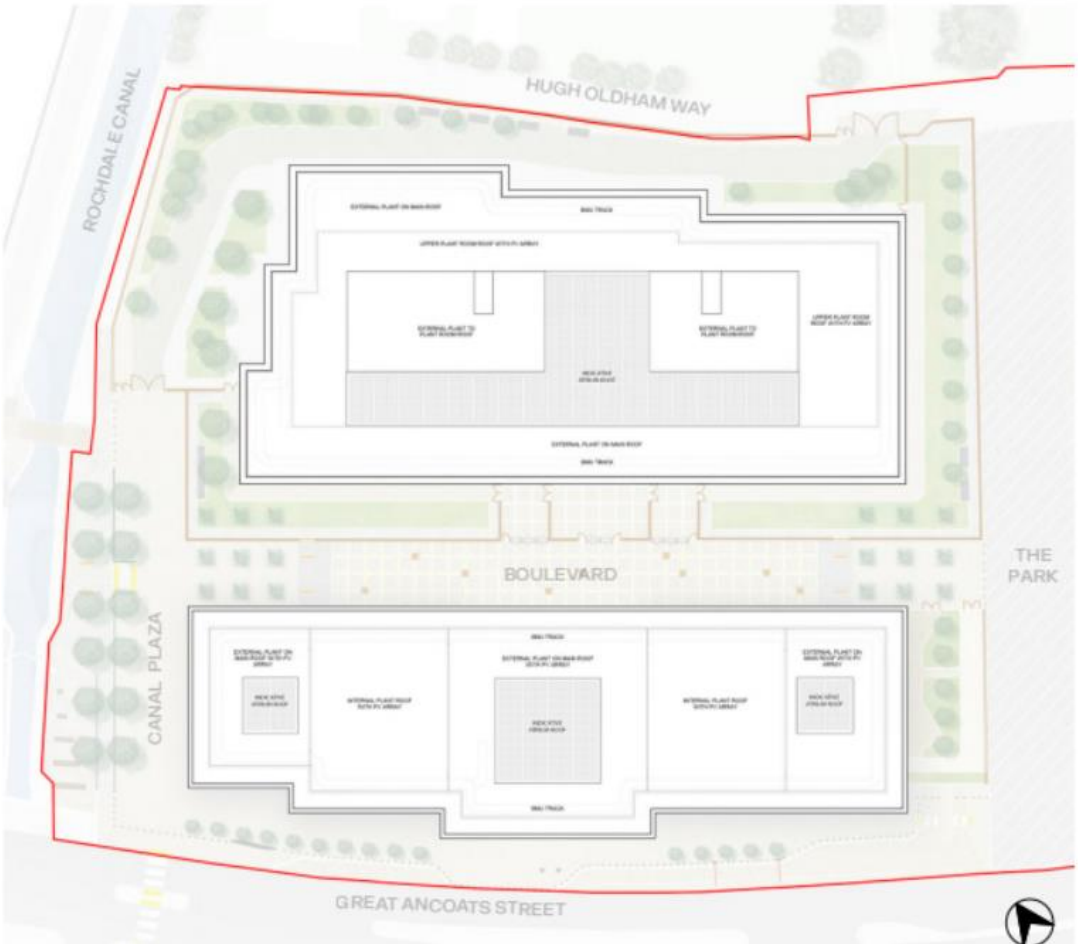
The proposal includes a canal plaza, a boulevard and improvements to Great Ancoats Street. The canal plaza would create breathing space by the canal and be activated by retail and food units. The boulevard would be between the buildings and create access to them. Hard and soft landscaping including street trees would be created along Great Ancoats Street which would also contain activate ground floor uses. A service road and lay-by on Great Ancoats Street would provide access to basement level parking and access to the service lay-by.



Layout of the site including ground floor uses, public realm and relationship with the proposed City Park .

Each roof would house internal and external plant and a platform for a tracked Building Maintenance Unit providing access for cleaning and maintenance.

The PV panels to the upper most roof levels would be a key source of renewable energy contributing to the overall power requirement of the buildings.



Roof layout

The natural topography allows a serviced undercroft/basement to be created with minimal site excavations. The basement would be used for servicing and 50 accessible parking spaces, plus 5 for facilities management.

There are a range of building types and scale in this area. Modern developments along Great Ancoats Street have been taller responding to the areas changing function. Some have been larger than the historic mill buildings in the Ancoats conservation area along Redhill Street. There are low rise buildings to the north with the school and medical centre with the scale of the buildings rising around the Marina.

This variety in scale has provided an opportunity to explore building heights whilst respecting the historic mills and heritage context. The North Building is seven storeys plus two storeys of rooftop plant. The South Building is six storeys plus two storeys of rooftop plant.



North Building - South Elevation



North Building - North Elevation



East Elevation



West Elevation

Streetscape of the South and North Buildings

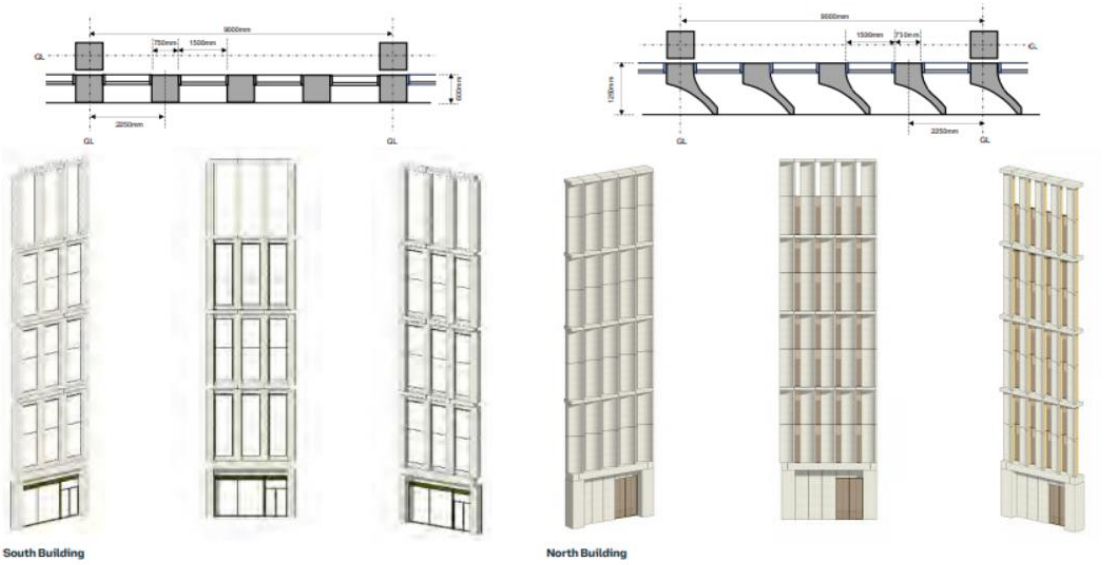
The buildings would be taller than some of the historic mills but would be set back to provide a degree of separation from them. The massing of the buildings would be broken down which reduces their impact on their neighbours.

The massing of the buildings has been split horizontally into three main elements which form the base, middle and upper sections and have a shared language in their design. Each element includes a vertically orientated double floor bay order.

The ground floor of each building responds to their function and position on the site. The North Building is solid in nature, whilst the South Building is much more open and welcoming, to reflect its public use / retail function.

The middle floors allow a level of directed transparency, and the upper elements are seen as a consistent crown with setbacks to roof elements.

The buildings have a shared language based on grid principles, but the North Building includes a sculptural fin design which would direct views out of the building towards the park whilst minimising overlooking of the nearby school and homes.



Façade detail for each building based on a grid principle (South Building left; North Building Right)

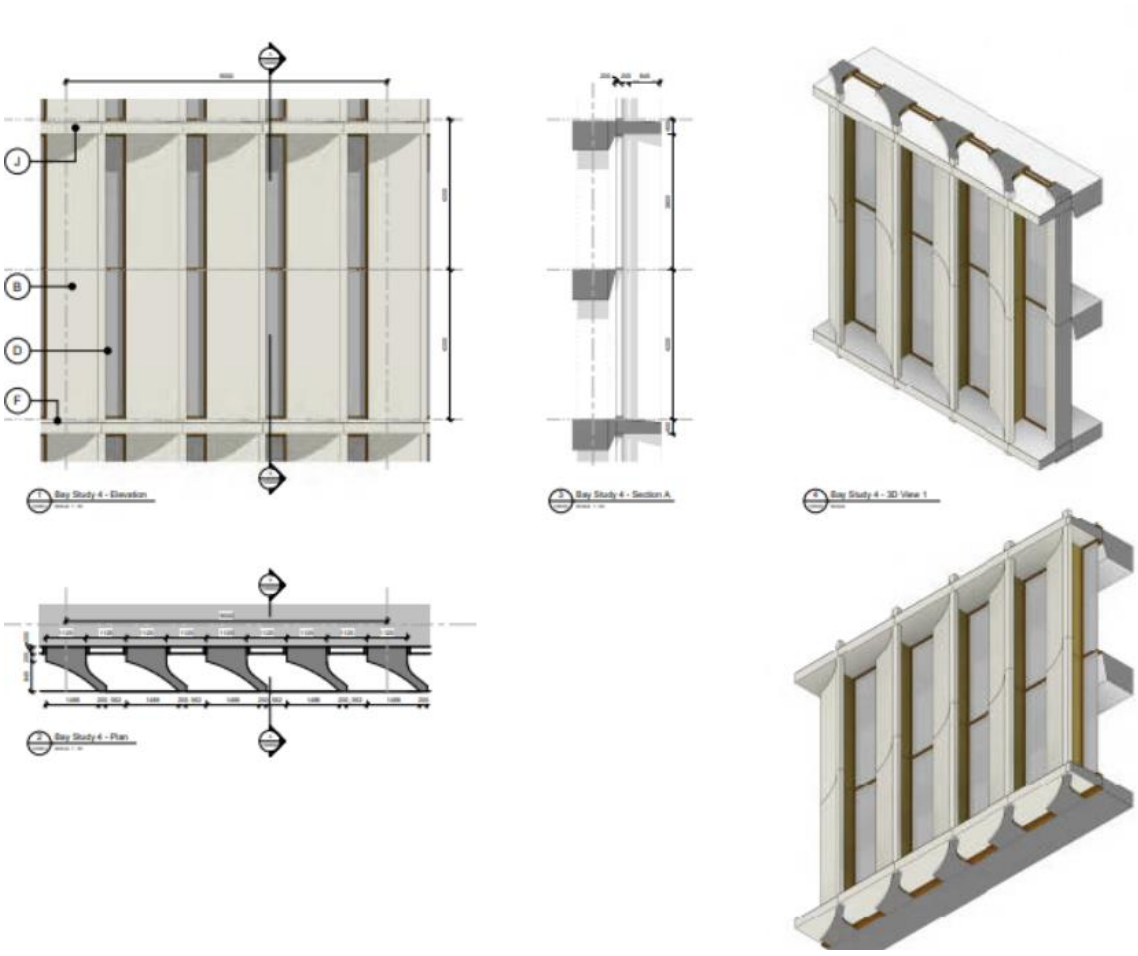
The materials reflect the buildings civic quality. The buildings would be constructed of light coloured precast concrete panels with exposed aggregate textured finish.

An Anodised aluminium window frame system, in dark bronze, would be set into the precast concrete. Clear glazing would be incorporated into the South Building.



South Building bay study

A dark bronze anodised aluminium system, with a bespoke patterned glazing, would be incorporated into the North Building. This limit overlooking to adjacent sensitive uses and the pattern would represent both the industrial heritage of the site and digital nature of the campus.



North Building bay study



Example of pattern to glazing on the North Building

The roof top plant to the North Building would be screened by a perforated dark bronze anodised aluminium panels. The final details would be agreed by condition.



North building including main entrance and plant area

The south building would be similar in appearance to the north building but the precast concrete grid structure extends to the roof to provide a distinctive crown, responding to its position on Great Ancoats Street.



South building including shop fronts and plant area

Conditions would ensure that the materials are acceptable and the design is delivered to the required standard outlined.

Signage & Retail / F&B Frontages

The shop frontages and signage would have a consistent appearance. Each would have an dark bronze anodised aluminium curtain walling system and clear glazing to correspond with the upper sections of the building.

The main signage would be fitted internally with individual letter mounted and set back from the glazing. Each would have a projecting sign which would allow individual tenants to fit a bespoke branding sign. The projecting sign would be no more than 30mm in thickness.



Shop front design

The final shop front and signage strategy would form part of the planning conditions.

Impact of the historic environment and cultural heritage

The site is not in a conservation area and does not contain any listed buildings. It is close to the Ancoats conservation area and the following listed buildings:

- Royal Mill (Grade II*);
- Brownsfield Mill (Grade II*);
- Decker Mill Old Mill (Grade II*);
- Doubling Mill Fireproof Mill (Grade II*);
- Sedgwick Mill (to west of junction with Murray Street) (Grade II);
- The Former Rochdale Canal Warehouse (Grade II*);
- The Grade II listed structures associated with the Rochdale Canal, including:
    - Rochdale Canal Lock No.82, to east of Great Ancoats Street (Grade II);
    - Rochdale Canal Retaining Wall on South Side of Redhill Street, West of Union Street Bridge (Grade II); and,

- Rochdale Canal Towpath Footbridge and Associated Ramps Opposite Brownsfield Mill (Grade II).

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

A heritage assessment has considered the impact of the proposal on the historic environment as required by the NPPF. The impact on the setting of the heritage assets and on key views has been assessed to allow the impact of the proposal to be understood and evaluated. The affected listed buildings and conservation areas form part of the wider character and view of the site and have been considered in detail.

Canal Structures

The Rochdale Canal opened in 1804 and is situated to the northern boundary. The canal network played an integral role in the success of Ancoats during the industrial revolution. The Rochdale Canal retaining wall (Grade II) is on the north side of the canal on Redhill Street. It is constructed of red bricks, with a parapet of milstone grit slabs with rounded tops.

Rochdale Canal Lock Number 82 (Grade II) is constructed of coursed sandstone blocks with substantial bullnose coping stones. The chamber is flanked by timber lock gates with balancing beams.

The Rochdale Canal towpath footbridge and associated ramps opposite Brownsfield Mill (Grade II*) is formed by a pair of slab walled cobbled ramps which provide access to a modern wooden footbridge linking with the Garde II* listed building of Brownsfield Mill. It is separated from the proposal by Great Ancoats Street and has a strong historical and visual relationship with Brownfield Mill.

Union Street Bridge (Grade II) carried New Union Street over the Rochdale Canal at its junction with Redhill Street. The bridge was constructed in the later 19th Century to replace an earlier swivel bridge, was rebuilt in 1903, and was recently restored. It has cast iron panelled parapets and sandstone piers. It has a towpath deck on the southern canal side with a spiral cobbled ramp leading from the deck to the towpath tunnel.

The Former Rochdale Canal Warehouse (Grade II*) was constructed in 1836 providing storage for the Rochdale Canal Company. It is a six-storey building of 13 bays, constructed of brown brick with sandstone dressings, with round-headed windows. The warehouse was constructed over an arm of the Rochdale Canal, incorporating two shipping holes flanked by wagon entrances to enable easy loading and offloading of goods. Now converted to residential use, the warehouse is flanked by a substantial boundary wall to Tariff Street, evidencing the importance of security for operation of the building. It is one of only two surviving warehouses associated with the Rochdale Canal and was constructed in the final days of the canal network's dominance prior to the rapid expansion of the railway network. The warehouse is of

historic and architectural value for its connection to the canal and for its preservation of evidence of the construction and operation of canal warehousing. It is situated close to the Rochdale Canal and forms part of a group with other canal structures. Its height and block form are in keeping with the dense collection of industrial and urban buildings characteristic of the area.

These listed structures are functional structures of the canal network and have group value, contributing positively to the Ancoats townscape, the setting of the listed mills and representing engineering methods of the era, as well as their own individual listing. Their significance is derived from their historic interest as evidence of canal infrastructure and the link with Ancoats industrial activity.

The site currently detracts from the setting of the listed canal structures, particularly the retaining wall and lock number 82.

The development would form a prominent new feature within the setting of canal lock 82, the canal towpath footbridge and the canal retaining wall. This would alter the setting of the listed assets and highlights the close proximity of the proposal to the canal There would be no physical impact on the listed assets which would require listed building consent.

In recent years and historically, the site was densely developed. Industrial buildings of scale lined the south bank of the Rochdale Canal in the 19th and 20th Centuries which would have formed a similar relationship with the canal and mill buildings as the proposal. In later years the retail park had a large series of buildings, and the setting of the canal strictures was compromised by a significant car parking area.

The proposals would re-establish built form along the canal edge and help channel views along the canal towards the listed buildings.

The canal plaza would provide some breathing space to the canal and its assets and improve access to the footpath. The canal plaza would provide a public space in the area which is currently inaccessible to the public and allow the listed assets around the canal to be better appreciated and understood. High quality materials, such as natural, stone would reflect the features found around the canal and echo the industrial nature of the area. Tree planting and heritage interpretation would assist further understanding of the history of the area.

The creation of a building of scale around the canal corridor would enhance the setting of the Union Bridge better revealing the relationship between the bridge and the associated canal structures and the adjacent mills. Improvements to the public realm would enhance its setting.

The proposal would be visible from the former Rochdale Canal warehouse from Tariff Street and Brewers Street where it would form a backdrop to the warehouse extending above the roofline of Brownsfield Mill. The warehouse is located in a varied setting of modern buildings of scale and differing materials. Although the proposal would form a new, modern element, the warehouse and canal would remain legible and understood.

Textile Mills

Sedgwick Mill (Grade II) is the result of two main phases of development: as a cotton spinning mill (1818-1820) and a doubling mill (1868) constructed around a central courtyard. The former mill is 8 storeys in a U plan block of 17 bays fronting onto Redhill Street whilst the Doubling Mill is 5 storey block of 15 bays. Both mills were constructed using fireproof construction methods of the time and retail evidence of boiler and engine houses.

The mills have been converted and a glazed roof inserted over the courtyard. The architecture of the mills retain their utilitarian appearance being constructed of red brick with a repetitive fenestration.

Royal Mill (Grade II*) was constructed in the later 18th Century. The mill is of six and seven storeys and is constructed of red brick with decorative terracotta and stone detailing supported by an internal steel frame. The external elevations are characterised by repetitive segmental headed windows to Redhill Street and Henry Street. There is an elaborate entrance to Redhill Street and domed stair tower to the northwest. The building has both historic and architectural quality and is an early example of main powered textile mill.

Decker Mill and Old Mill (Murrays' Mills) (Grade II*) was one of the pre-eminent textile mills in Manchester. Old mill opened in 1798 and is Manchester's oldest surviving textile mill. Decker Mill dates from 1801-02. Constructed in brown brick, the mills are utilitarian in design and have a frontage facing the Rochdale Canal. They are formed by a 21-bay elevation with segmented headed windows with no architectural elaboration. The internal aspects of the building have been constructed of a fire proof construction and retain original firefighting equipment. Their significance is derived form them being a large earl textile mill. The mills are arranged around a central courtyard, which was formally a canal basin. The remainder of the Murray complex is formed by New Mill (Grade II*) which was also a cotton spinning mill but this is separated from the application site by Decker and Old Mill.

Doubling Mill and Fireproof Mill (Grade II*) were constructed in 1842 as cotton doubling mills and warehousing. The Doubling Mill comprises 5 storeys, eight bay block fronting onto Redhill Street dropping to four storeys as it continues along Bengal Street. Constructed of red brick, and using fireproof construction, the buildings are of simple and functional design with regularly arranged windows with flat arched stone heads. The former location of the internal engine house remains legible in the presence of two double-height arched windows to the left of the Redhill Street elevation of Doubling Mill. Now converted for office use, the building has been altered. The building retains its significance as a evidence of cotton mill design and its association with the Murray's mill complex.

Brownsfield Mill (Grade II*) was built as a cotton spinning mill in 1825. In contrast the Murray mills, the Brownsfield mill, rented out space rather than operating a single mill. The building is seven storeys constructed directly into the Rochdale canal and access by the footbridge from the canal towpath. The building has a regular

fenestration, with segmental headed windows across all floors. The former location of the engine house is defined by a tiple height rounded headed window to the west of the building. A canal basin is formally located along the west of the building which is now infilled.

The setting of the mill on the Rochdale Canal, and its relationship to the mills along Redhill Street, contributes to the significance of the mill.

The proposal would have both a beneficial impact on the listed mills, through the removal of the vacant site, together with adverse impacts as a result of its siting, scale and appearance and the resulting relationships to the mills.

The proposal involves two large scale buildings to the immediate setting of Royal Mill and Sedwick Mill on the opposite side of the Rochdale canal. Doubling Mill and Fireproof Mill together with Old Mill and Decker Mill, are further down Redhill Street but there would be visual change to their setting.

The mills form a continuous form of development along Redhill Street and their scale are an important part of their significance. The proposal would exceed the highest part of Sedgwick Mill by 12.5 metres and impinge on its prominence resulting in it no longer being the tallest building along the canal corridor. The level of harm is minimised through the setting back of the proposal from the canal towpath to provide a gap between the proposal, the canal corridor and the listed mills and the stepping to the façade which breaks down its overall massing.

Views of the mills from Great Ancoats Street (as demonstrated in viewpoints 7 and 13 of the townscape assessment) would be removed. However, the view of the listed mills is open because the site is vacant. Historically these views would not have existed with the site dominated by similar height industrial buildings.

The vacant site also makes the view of the mills appear imbalanced, particularly on the southern side of the canal. The proposal would reinstate built form of scale which would more closely align with the historical views of the mills. The restoration of the urban grain would allow views to be tightly channelled along Redhill Street and the mills would remain legible and understood in a coherent townscape context.

The view towards Brownsfield Mill would be narrowed which would be marginally beneficial. It would remain understood in a context of modern and heritage buildings. The proposal is separated from this building by Great Ancoats Street.

There would be more limited impact on Old and Decker Mills and their setting would benefit from the challenging of the views along Redhill Street. There would be limited impact on understanding of the group value of these buildings as part of the Murrays' Mills complex or detract from the contribution of their setting within the historic townscape of Ancoats.

Ancoats Conservation Area

The conservation area is directly north of the site and its boundary runs along the south side of the Rochdale canal. The conservation area is defined by the surviving

historic townscape associated with industrial and manufacturing from the late 18th century onwards and its significance is due to the presence of complete examples of large scale steam powered factories in one area.

Buildings in the Conservation Area are typically between two and six storeys, constructed to the back of the footway. The Rochdale Canal is an important element of the conservation area in terms of its history and contribution to the development of Ancoats, and its modern role as an open space in the historic townscape. The mills in the conservation area contribute to its industrial character. The mill complexes form a key element due to their large-scale and dominance and the role their inward-looking block plans have in establishing the chasm-like character of the surrounding streets. The site has a negative impact on the setting of the conservation area and adjacent listed buildings. The condition of the site provides an imbalance to the southern side of the canal and undermines the characteristic of the conservation area which is one of tight urban grain along a clear linear grid pattern.

The proposal would add a significant new development adjacent to the setting of the conservation area. There would be limited views of it from within the conservation area, but there would be glimpsed views of the upper sections from certain vantage points highlighting this modern addition. The conservation area is characterised by both historic and modern buildings and therefore this contemporary addition can be easily absorbed into this context.

Redhill Street would be most affected with the height of the proposal extending above the historic mills which would have some impact on their dominance. This has been minimised through careful positioning of the buildings, which step away from the canal edge, along with a stepped massing to the facades.

The design and materials would appear as a modern addition in the setting of the conservation area – such as light precast concrete. The regular and repetitive facades would reflect the appearance of the mill buildings. The proposed development would re-establish built form of scale the site which allows for a more coherent urban landscape to be created.

There would be long views from Great Ancoats Street which would be lost which is discussed elsewhere. These are not highly sensitive views and not representative of the historical nature of the site from this vantage point.

The creation of the canal plaza would have a positive impact on the setting of the conservation area.

Non designated assets

Rochdale Canal Road Bridge was erected at the same time as construction of the Rochdale Canal in the early 19th century and has since been altered and widened. It is constructed of brick with stone dressings, with cast-iron panelled parapets to the west and a modern concrete parapet to the east where the bridge has been widened towards the locks. The bridge forms a group with Canal Lock Number 82 and the Canal Towpath Footbridge and Associated Ramps.

There would be visual change to the setting of the bridge due to its proximity to the proposal. The setting of the bridge and its relationship to other canal infrastructure would be maintained, whilst the re-establishment of a coherent urban grain across the site would enhance its townscape setting.

The scale of the impact and the impact on the significance of the heritage assets would in most instances result in a low level of less than substantial harm to their setting and significance as defined by paragraph 215 of the NPPF.

There would be heritage benefits from developing this vacant site in the setting of these heritage assets with enhancements through high quality design and place making. As directed by paragraph 215 of the NPPF, it is necessary to consider whether the required public benefits would outweigh this harm.

Assessment of Heritage Impact

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 215 of the NPPF. In assessing the public benefits, consideration has been given to para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The site has been identified as an opportunity to accommodate significant employment offer which would help support the long term economic success of the City. The City must continue to accommodate developments such as this in order to meet demand for employment generating uses. Section 6 of the NPPF directs that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would deliver 83,000 sqm of Grade A office space and 1,000 sqm of commercial floorspace which would form a new active frontage to Great Ancoats Street and the Rochdale Canal.

The key views demonstrate that in heritage terms, the proposal would have a largely beneficial impact although in some views, the scale would have localised impacts on listed buildings and the conservation area.

The buildings would be large and adjacent to historic mill buildings and canal infrastructure. The scale of the mill buildings ensures that the proposal would not be out of context and would in any event re-establish an historical townscape which would have seen large mill buildings at the site. In turn, the proposal would re-create channelled views along the Rochdale Canal.

There would be a minor degree of harm to the prominence of the mills due to the taller elements of the proposal being higher than the largest mill building.

The removal of a vacant site within the setting of the listed buildings would provide heritage benefits. The proposal would be high quality and comprise modern architecture and materials. The public realm would be enhanced with improvements to the Rochdale Canal through the introduction of a plaza which provides space around the canal structures and mills. This addition is welcomed by Historic England.

Significant economic and social benefits would be delivered. The development value of £310 million for the base build and in excess of £1.0 billion once all development is complete. 4900 full time equivalent jobs would be created for every year of construction. When occupied, 7,000 gross direct FTEs jobs would be provided, with 50% new jobs and 50% safeguarded. An additional 70 gross direct FTEs would be created from the retail space.

There would be environmental benefits with 83 trees planted with planting and recreational spaces and a biodiversity measures including off site provision to meet the 10% net gain requirement. There would sustainable drainage to manage surface water.

The proposal would be low carbon. An all-electric system would benefit from a decarbonising grid. There would be solar panels and air source heat pumps. The buildings would be BREEAM 'Excellent' and NABERS 5*. 320 cycle spaces would be created. There would also be stands within the public realm. 10% biodiversity net gain would be achieved through on and off-site provision.

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

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 215 of the NPPF.

Impact on Archaeology

An archaeology assessment indicates that there are below ground archaeological remains associated with former industrial uses and workers dwellings. Whilst damage was done in parts of the site during construction of the former retail park, there is evidence of remaining archaeology which should be investigated and recorded prior to any further works.

GMAAS concurs with the conclusions drawn from the desk-based assessments and recommends that the site is subject to intrusive archaeological investigation in advance of development taking place. This should be a condition of any approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Tall Building Assessment including impact on townscape

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

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

13 key views, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

- Viewpoint 1: Looking south-east towards the Site from the junction of Jersey Street and Murray Street;
- Viewpoint 2: Looking south-west along Redhill Street at its junction with Bengal Street, taking in the historic street elevations.
- Viewpoint 3: Looking south-east directly into the Site from the junction of Henry Street and Redhill Street;
- Viewpoint 4: Looking north-east toward the Site from the Rochdale Canal towpath, taking in the side elevation of Brownsfield Mill;
- Viewpoint 5: Looking south-west towards the Site from open area of public realm in Cotton Field Park;
- Viewpoint 6: Looking south-west towards the Site from public realm at New Islington Marina;
- Viewpoint 7: Looking north-west across the Site from the south-east corner along Great Ancoats Street;
- Viewpoint 8: Looking north-east towards the Site at the junction of Tariff Street and Brewer Street;
- Viewpoint 9: Looking south-east towards the Site from the south pavement of Great Ancoats Street near junction with Higher Oswald Street;
- Viewpoint 10: Looking south-west towards the Site from junction of Lower Vickers Street and Butler Street;
- Viewpoint 11: Looking south-west towards the Site from junction of Ridgeway Street and Layton Street;
- Viewpoint 12: Looking east into the Site from the south pavement of Great Ancoats Street, adjacent to entry to Binns Place; and
- Viewpoint 13: Looking north-west into Site from junction of Great Ancoats Street and Old Mill Street.



Viewpoint locations

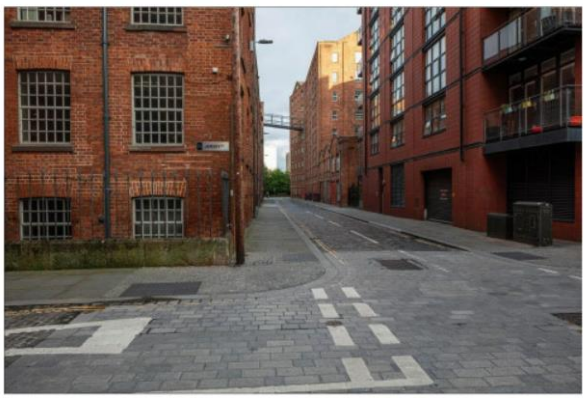
The effect of the proposal on these views can be summarised as follows.

Viewpoint 1 is on Murray Street, looking south in the Ancoats conservation area. It looks along the axis of Murray Street which is between the Grade II listed Old Mill, Decker Mill and New Mill and Grade II* listed Decker Mill/Old Mill (seen obliquely) to the left and the Grade II listed Sedgwick Mill to the right. The building occupying the foreground to the left is the Grade II* listed New Mill.

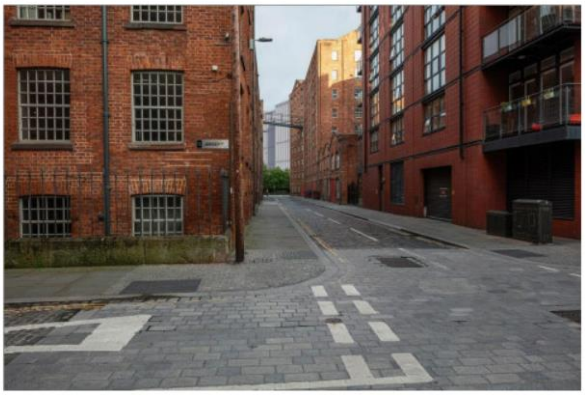
The view is characterised by the enclosed street network formed by the mill buildings and more modern additions to the conservation area resulting in a tight urban grain. The predominant material is red brick and cladding. The view is terminated by the elevated footbridge that connects Sedgwick Mill and Old Mill/Decker Mill. Mature trees associated with the Academy can be seen in front on the canal

The view is mainly experienced by residents and visitors and is a relatively preserved view in the conservation area and has a medium to high townscape value.

Existing



Proposed



Viewpoint 1: Looking south-east towards the Site from the junction of Jersey Street and Murray Street (existing left; proposed right)

The proposal would infill the glimpsed sky corridor down Murray Street. Its impact would be minimised by its light-coloured materials which appears subservient to the darker red tones of the conservation area and would be a modern addition to the view.
The impact on the view would be limited and the characteristics of the conservation area and appearance of the listed buildings would remain legible and understood.

Viewpoint 2 is on Redhill Street adjacent to its junction with Bengal Street, looking south-west within the Ancoats conservation area. The focus is channelled by the alignment of Redhill Street, the continuous frontage of historic mill buildings and the alignment and low boundary wall of the Rochdale Canal.

The long-range view is towards the chimney of the Grade II* Brownsfield Mill which appears taller than the other modern buildings. To the east is the modern Academy building which is seen alongside the application site and its poor quality vegetation.

The view is appreciated by residents and visitors and those using the route for vehicular access. The townscape value has medium sensitivity due to the presence of the heritage assets

Existing



Proposed



Cumulative



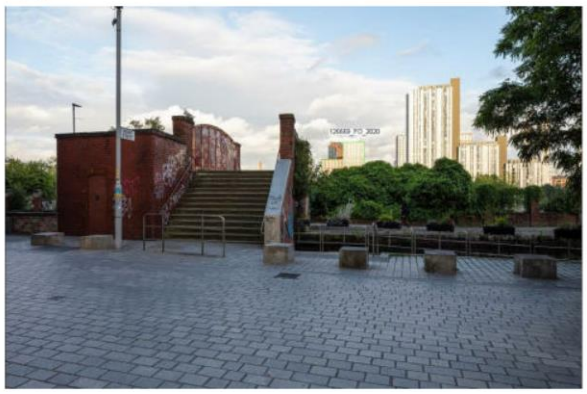
Viewpoint 2: Looking south-west along Redhill Street at its junction with Bengal Street, taking in the historic street elevations (existing left; proposed right; bottom left cumulative)

The proposal would change the view significantly by removing the vacant land to the canal edge, conservation area and setting of the Mills. The scale would be comparable with the mill buildings resulting in a defined edge to Redhill Street and the Rochdale Canal and increase the sense of enclosure. There would be no impact on the view towards Brownsfield Mill which would remain visible. The step to the massing and its light colour provides a modern and clearly contrasting element to the heritage assets. The addition of active public realm would create a high-quality setting to the proposal and the canal.

Whilst the proposed development would alter the view significantly, the overall impact on the view is limited. The characteristics of the conservation area and appearance of the listed buildings would remain legible and understood. The proposal would be a high-quality addition to the area and would reestablish built form of scale at the site which would have historically been present.

Viewpoint 3 is on Redhill Street and dominated by the canal footbridge and associated infrastructure within the Ancoats conservation area. Behind the view is a series of listed buildings on Redhill Street. The view is primarily experienced by pedestrians and road users on Redhill Street and has a low townscape value.

Existing



Proposed



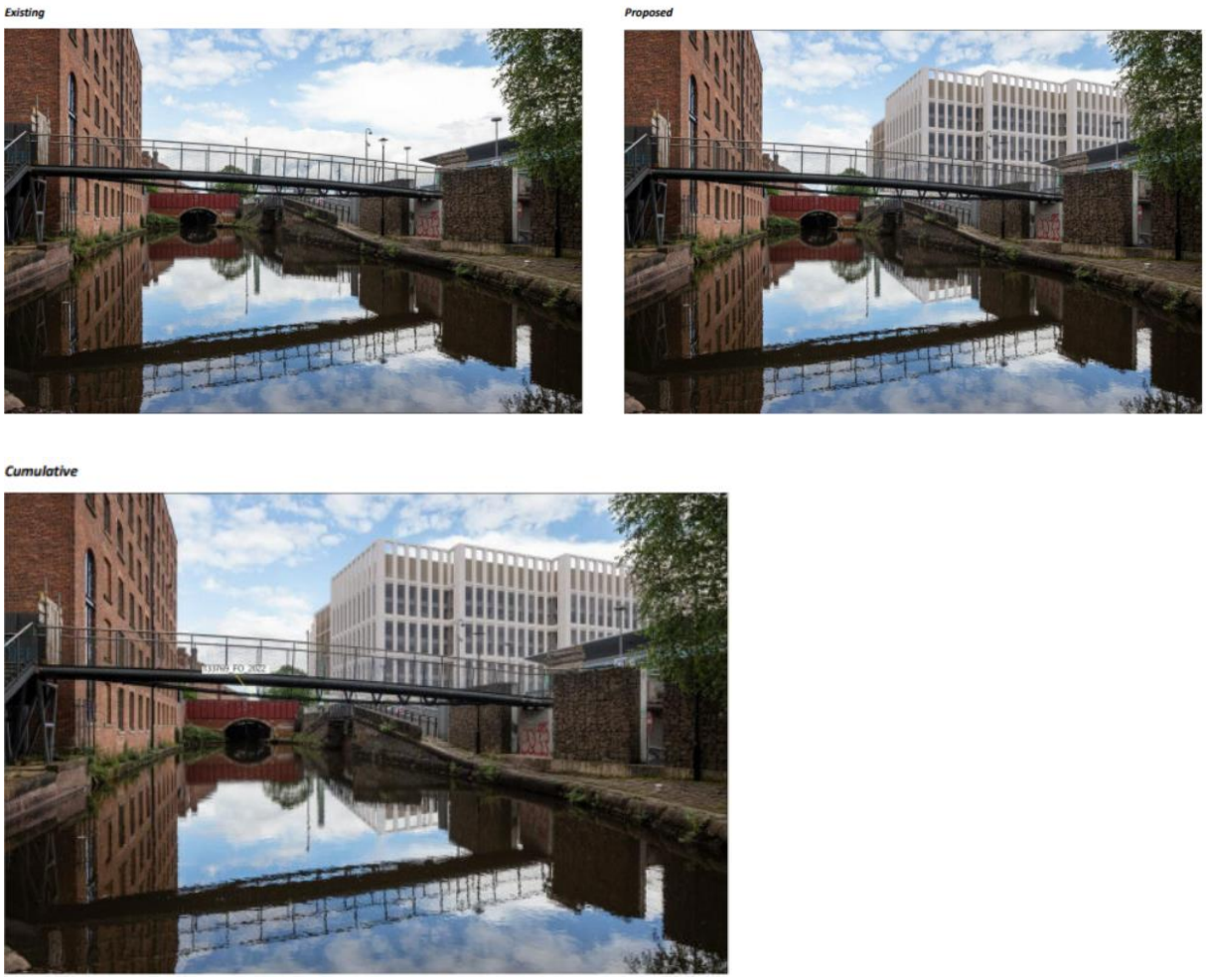
Viewpoint 3: Looking south-east directly into the Site from the junction of Henry Street and Redhill Street (existing left; proposed right)

The proposal would change the view significantly and increase the sense of enclosure. The public realm between the buildings provides permeability. Planting and external spaces for retail uses would enhance the canalside environment. The removal of a vacant site and provision of high-quality buildings would broadly be positive.

Viewpoint 4 is on the Rochdale Canal towpath to the north of Tariff Street and south of the Grade II* listed Brownsfield Mill. The canal is the main focus towards an elevated footbridge and, beyond this is the road-bridge.

The site is currently barely perceptible. The consistent frontage of mill buildings lining Redhill Street is glimpsed above the road bridge to the north.

Those who appreciate this view is limited and has a low to medium townscape value.



Viewpoint 4: Looking north-east toward the Site from the Rochdale Canal towpath, taking in the side elevation of Brownsfield Mill (existing left; proposed right; cumulative bottom)

The proposal would be a dominant feature and increase the scale of the built form and sense of enclosure. The canal would continue to dominate retaining the separation between the application site and the nearby heritage assets on Redhill Street. The façade materials and modern architecture contrasts with the heritage assets. The listed buildings remain legible and understood.

The removal of the vacant site and development of the high-quality buildings and place making would broadly be positive.

Viewpoint 5 looks directly across Cotton Field Park from an area of lawn adjacent to the New Islington Marina. The southern and eastern boundaries of the park have mature greenery which obscures low-lying built forms beyond its edges. The site is barely perceptible with taller, distant buildings evident including 40 Laystall Street and Port Street. The park is a well use and the view is primarily viewed by this user group and has low to medium townscape value.



Viewpoint 5: Looking south-west towards the Site from open area of public realm in Cotton Field Park (existing left; proposed right; cumulative bottom)

The proposal would introduce a building of scale into the view and define the edge of the Park and become a focal point. The step roof profile and façade of the North Building would minimise its dominance and breaks up its elevations. This is not a highly sensitive view and can absorb the scale of the proposal which should contribute positively to the townscape.

Viewpoint 6 looks across New Islington Marina towards the waterbody and Cotton Field Park and beyond. The site is not readily understood due to its vacant nature. The marina is dominant with emerging taller buildings at Port Street. The historic streetscape of Redhill Street is evident, notably the red brick chimney of the Grade II* Decker Mill/Old Mill which projects above the canopy.

The view is appreciated by those who used the marina both residents, boaters and visitors which gives it a medium townscape value.



Viewpoint 6: Looking south-west towards the Site from public realm at New Islington Marina (existing left; proposed right; cumulative bottom)

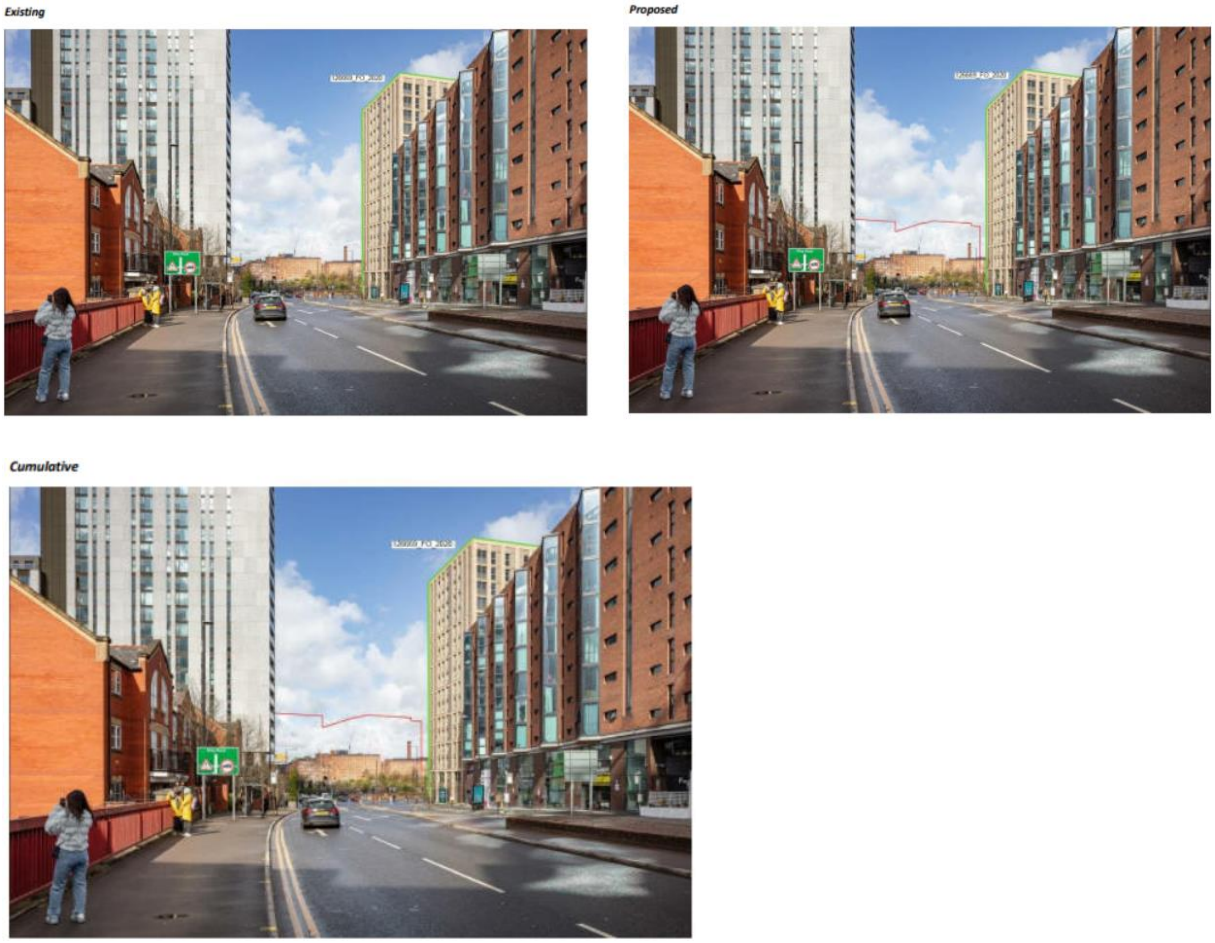
The scale of the proposal would define the southern side of Cotton Field Park. It appears comfortable in its setting alongside existing developments around the marina.
It would obscure views of the city centre but he heritage assets on Redhill Street remain prominent particularly the mill chimney, which has a landmark quality.

The materials provide a contrast to the heritage buildings and clearly read as a modern addition to the area. The development of high-quality buildings and place making on a cleared site would improve the area.

Viewpoint 7 is on Great Ancoats Street, north of its junction with Chapeltown Street. The view is enclosed and channelled with strong building lines. The streetscape

opens up as the road bridges the canal. The focus is towards Redhill Street and is clearly industrial in character, with the chimney of the Grade II* listed Decker Mill/Old Mill.

The view is experienced by a wide number of users due to its position on Great Ancoats Street. It contains distant views towards the listed mills along Redhill Street and the Ancoats conservation area. The presence of the historic industrial townscape improves its overall value of the view given the dominance of Great Ancoats Street.



Viewpoint 7: Looking north-west across the Site from the south-east corner along Great Ancoats Street (existing left; proposed right; cumulative bottom)

The proposal would dramatically alter the view, infilling a gap on Great Ancoats Street. It would obscure the historic streetscape of Redhill Street and the Grade II* listed mill.

The proposal would be incorporated into the townscape and would offer a modern, high-quality building. The lost of the view of the heritage assets would have a significant impact and have an adverse impact on the heritage assets.

Viewpoint 8 is at the junction of Tariff Street and Brewer Street along Tariff Street. The Grade II* listed Brownsfield Mill is in the background with its distinctive industrial roofscape including a chimney. The view is enclosed by the Grade II* listed Rochdale

Canal Warehouse. The townscape to the west of Tariff Street is evolving. As the site is vacant it is not readily understood in the view.

The view is best appreciated by those using the Tariff Street car park, or those employed at local construction sites. The appreciation of the significant historic buildings is limited which gives the view a low to medium townscape value.

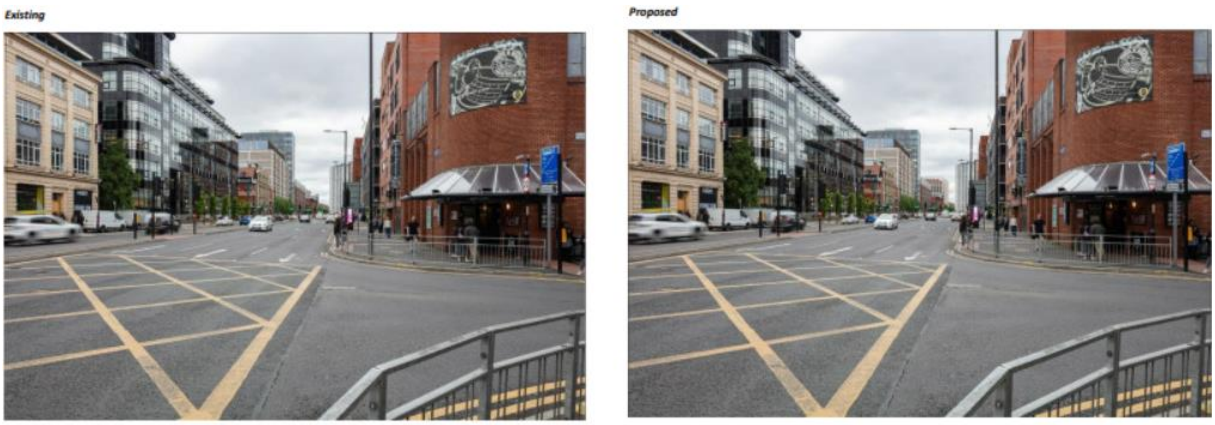


Viewpoint 8: Looking north-east towards the Site at the junction of Tariff Street and Brewer Street (existing left; proposed right; cumulative bottom)

The proposal is visible behind Brownsfield Mill. It would diminish the prominence of the mill's roofscape and detracts from its prominence as a building experienced against a clear sky. It would infill a townscape gap between Brownsfield Mill and the Rochdale Canal Warehouse which would appear as one continuous built form. Nevertheless, the proposal would read as a modern new addition, due to its architectural style and lighter material palette. It would have a minor adverse impact on the view and the heritage assets contained within it.

Viewpoint 9 is beyond the junction of Great Ancoats Street and Oldham Road. Its focus is channelled and is framed by the continuous streetscapes. The Ancoats Conservation Area and a number of listed buildings are on the north, including the Grade II* listed Daily Express Building and the Grade II listed Derros Building. There is a general consistency to the scale, grain and character of the townscape. The streetscape on Great Ancoats Street dissipates to the south-east approaching the site.

The view is experienced from the pavement by pedestrians in the context of the heavily trafficked main road which gives a low to medium quality to this townscape view.



Viewpoint 9: Looking south-east towards the Site from the south pavement of Great Ancoats Street near junction with Higher Oswald Street (existing left; proposed right)

The proposal would be an addition to the background enclosing to a small degree the sky corridor. It would integrate into the townscape, responding to existing heights. The proposal would not materially alter the view or the appreciation of heritage assets.

Viewpoint 10 is 640m away on Butler Street along the Rochdale Canal. It is in a low scale residential area and is open in character, with low scale contemporary houses and a landscaped green area. There are glimpses of tall and large buildings in the city centre through the tree canopy, but these are not readily noticeable.

Local residents would appreciate the view the most and therefore it has a low to medium townscape value.



Cumulative



Viewpoint 10: Looking south-west towards the Site from junction of Lower Vickers Street and Butler Street (existing left; proposed right; cumulative bottom)

The proposal would be in the background, alongside the scheme currently under construction at Port Street. It would be seen amongst other city centre developments and would have a neutral impact on the townscape.

Viewpoint 11 is on Ridgway Street approximately 800m away in a low scale residential neighbourhood. The view is residential in character, with low scale housing with front gardens, on-street parking and street trees. Ridgway Street provides an open character to the view as well as providing glimpses of tall and large buildings in the distance, The built form of the city centre is largely obscured by trees.

Residents of the neighbourhood are those that would appreciate the view the most and therefore it has a low to medium townscape value.

Existing



Proposed



Viewpoint 11: Looking south-west towards the Site from junction of Ridgeway Street and Layton Street (existing left; proposed right)

The proposal is obscured by the trees and has a neutral impact on the townscape.

Viewpoint 12 is on Great Ancoats Street opposite to its junction with Redhill Street and view takes in the return elevation of the red brick building on the corner as it turns into Redhill Street. It looks across the site towards the modern developments at New Islington Marina. Similar building forms are visible on Old Mill Street. The vacant, inactive nature and overgrown vegetation at the site looks poor.

It is readily appreciated by the high number of pedestrians and vehicle users and the presence of heritage assets gives this view a low medium value in townscape terms.



Viewpoint 12: Looking east into the Site from the south pavement of Great Ancoats Street, adjacent to entry to Binns Place (existing left; proposed right)

The proposal would introduce buildings of scale. It would step away from the historic streetscape of Redhill Street, maintaining a sense of openness. The gap between the new buildings is evident.

The stepped massing adds visual interest, and the North Building appears visually recessive as it steps away. The lightness of the material palette prevents the proposal from appearing overbearing or overly dominant. The architectural quality and the activation to Great Ancoats Street on this vacant site has a beneficial impact.

Viewpoint 13 looks across Great Ancoats Street as meets Old Mill Street and Store Street. The foreground is carriageway, and the Port Street scheme is emerging in the background. Beyond the site are the historic mills on Redhill Street, including the Grade II listed Sedgwick Mill and the Grade II* Decker Old Mill, Doubling Mill and Fireproof Mill. These indicate the historic industrial area of Ancoats and the conservation area.

The tall chimney of Decker Old Mill is a key focal point. The view is best appreciated by pedestrians and road users and except for Redhill Street and the heritage assets, the view generally lacks quality and character with a low to medium value.



Viewpoint 13: Looking north-west into Site from junction of Great Ancoats Street and Old Mill Street (existing left; proposed right)

The proposal would develop two buildings of scale on a vacant site with the active frontages and public realm contributing positively to Great Ancoats Street. The steps in the façade provide vertical breaks in the building. The gap between the buildings and their differing and distinctive architectural styles is visible.

The proposal would block Redhill Street and its heritage assets and the appreciation of them would be lost. This would have an adverse impact on the townscape value of this view.

This large and significant development would be visible in many views. Its height would inevitably have an impact on the views identified and the local context. In many instances, particularly from the New Islington Marina, long distance views and tight knit views of the site, the impact would be positive or have a limited impact.

The scale would complement the emerging context on Great Ancoats Street and would not overbear the surrounding heritage assets. The improved public realm and connections would enhance the sites appearance.

There would be some impact where the proposal is seen in the same context as heritage assets. This would not affect the significance of the listed buildings or conservation area as a whole, which would remain legible and understood.

Any harm that does occur to the heritage assets would be low level and outweighed by the substantial regeneration benefits that would be delivered. This is considered in detail elsewhere in the report.

Impact on Trees

There are 32 individual trees on site: 14 are of moderate quality (Category B), 15 are low quality (Category C), and 3 are unsuitable for long term retention (Category U) regardless of the proposal.

The Category B trees are a mixture of Cherry, Robinia, Alder and Lime, growing as sporadic trees and one linear informal group, all close to the site boundaries. The linear group comprises mixed broad-leaf, semi-mature to early mature trees growing in a sloped bank on the northern boundary. None of the trees are formally managed and those growing in the bank would have restricted growth due to their position.

The Category C trees have a life expectancy of at least 10 years or are young. The species include Rowan, Lime, Ash and Norway Maple. They were part of the landscaping at the retail park. There is a tree group growing along the top of the retaining wall along the northern boundary which appears to be self-seeded with Goat Willow and Buddleia. The Category U trees are recommended for removal on safety and as sound arboricultural management. All the trees would have to be removed to facilitate the proposal

The landscape proposes extensive tree and shrub planting including 83 native trees which would mitigate against those lost and add to the green infrastructure at the site.

Impact on Ecology

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to local ecology. No vegetation should be removed during bird nesting season and measures should be put in place to manage the invasive species wall cotoneaster which is present.

A condition should be imposed to agree an Environmental Construction Plan for working in close proximity to the canal.

Five trees were identified as having potential for bats and these should be felled using 'soft felling' techniques. The Rochdale Canal may also act as a commuting corridor for bats and any lighting in these areas should be agreed. Bird and bat boxes should be agreed as part of the proposal to improve on site biodiversity.

Biodiversity net gains would be secured by planning condition. The proposal complies with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site in line with the Environment Act 2021.

Biodiversity

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite, offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

Policy EN15 of the Core Strategy requires enhancement, restoration or creation of new biodiversity, either on or adjacent to the site. Policy JP-G7 and JP-G8 of PfE requires two trees to be planted for every tree lost together plus biodiversity enhancements.

The biodiversity assessment has quantified that there is 2.75 area habitat units and 0.24 watercourse linear habitat units at the site. The proposal would deliver 1.29 area-based biodiversity units resulting in a net loss of -52.95%. This deficit is in part due to the clearance works that would take place to facilitate the enabling works phase which would help deliver the park proposal being considered under planning application 141625/VO/2024. This application cannot, however, include any new credits created by the planting at the park which falls under this separate application.

The proposal would not alter the watercourse linear habitat units (0.24 units) but there is a requirement to achieve 0.024 watercourse units in order to meet the 10% uplift.

In order to comply with the BNG legislation, including the requirement to achieve a 10% net gain, the applicant is required to seek off site compensation for the net loss.

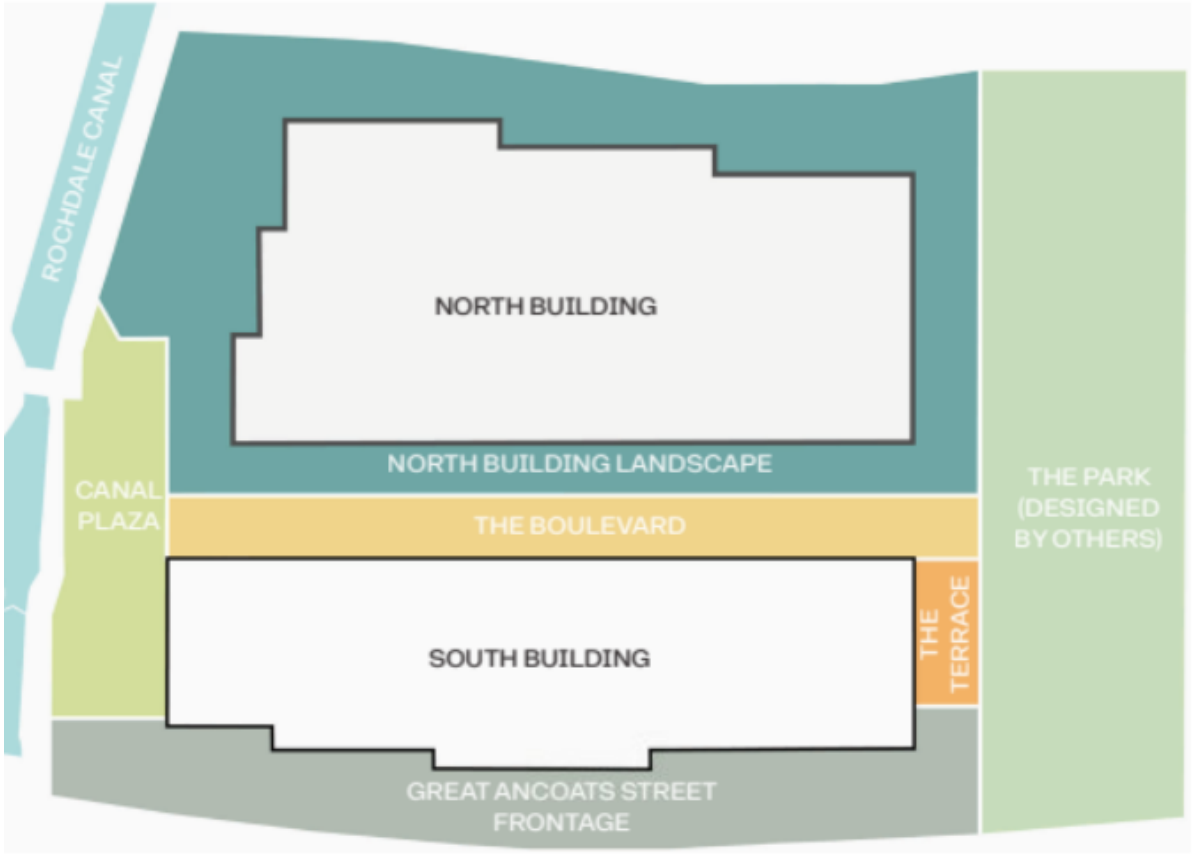
A condition should require the agreement of a Biodiversity Gain Plan for off site BNG, secured through the purchase of off site credit preferably within Manchester.

Whilst on site provision does not mitigate the loss of on site biodiversity or achieve 10% net gain for area and river units, the on site BNG created would still be defined as significant due to the urban tree planting proposed.

The management and monitoring of the on site BNG created should be subject to a 30 year management plan. A monitoring fee to monitor the on site BNG is therefore required to be secured through a legal agreement.

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

The landscaping strategy proposes the following elements: north building landscape; the boulevard; canal plaza; Great Ancoats Street frontage; and, the terrace.



Landscape Character areas

The landscape proposals have been coordinated with the Park prepared which is being brought forward through a separate application.



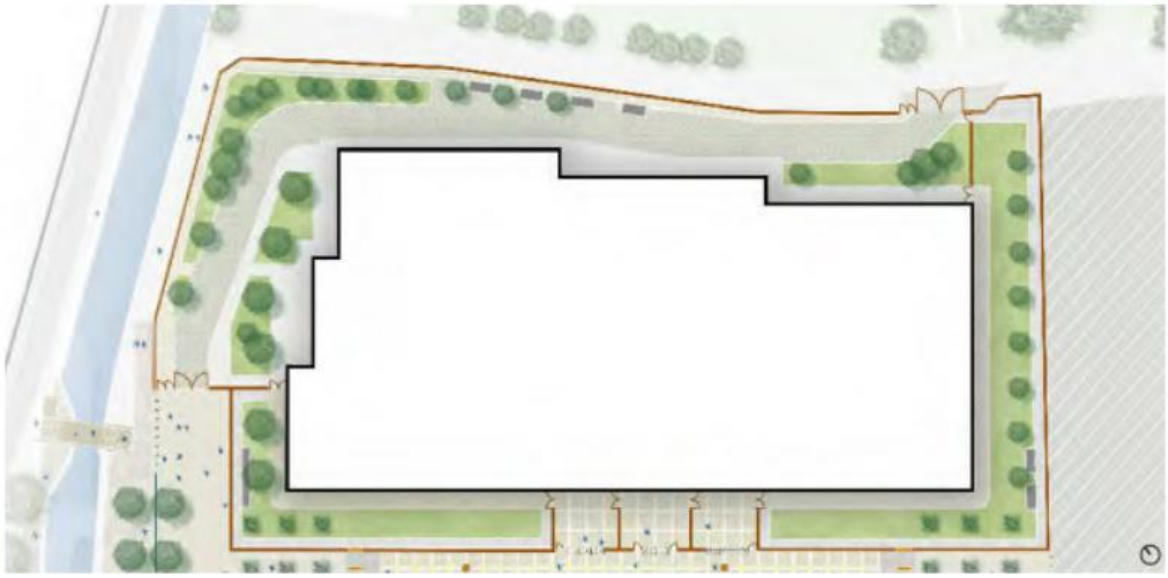
Site wide masterplan

North Building

The setting of the North Building responds to its boundary with the school, the conservation area and the Park. The space around it is not publicly accessible, but landscaping would wrap around the building to provide an attractive setting.

A concrete perimeter wall forms its boundary. It would include artwork on the canal side, reflecting the history of the Ancoats Conservation Area, the historic mills and Rochdale Canal. The boundary with the school would include artwork agreed with the school. The boundary to the park would respond to its natural features including motifs representing the flora and fauna. The Boulevard would respond to the 'digital theme' of the campus with a coding pattern.

The planted spaces would comprise low species and trees of varying heights, which would reflect those found in the Park such as Pine and Cherry. A dedicated fire access route would wrap around the building to the north and western sides formed from grasscrete to give a green appearance



North Building Landscape Strategy

The Boulevard

The Boulevard would be a 120 metres hard paved space with a grid of pleached (clipped box headed) trees at each end. Three 5-metre-high sculptural gateway features would define its entrances. The Boulevard would be surfaced in natural stone laid in a cartesian grid pattern and would mark the entrances to each building with a paved arrival space.

Recessed lights would be incorporated into the central pavement including spotlights placed at the intersections of the cartesian grid. A grid of linear lights would be placed along the cartesian grid. The lighting could be programmed to form patterns or effects. Nine brass plaques would be incorporated into the grid reflecting a person or date of interest in the digital world, celebrating Manchester's history in digital/ technology.









The Boulevard Landscape Strategy

Canal Plaza

This is a kay interface with the Ancoats conservation area and would function as a destination. Large specimen trees would be planted similar to those on Redhill Street set within natural stone paving. A space for outside seating is provided to the west of the South Building facing the lines of planting with the backdrop of the historic mills. Retaining walls and balustrades along the canal frontage provide a gentle sloped access from the plaza to the canal side edge. A short flight of steps aligned to the boulevard form access further to the north.



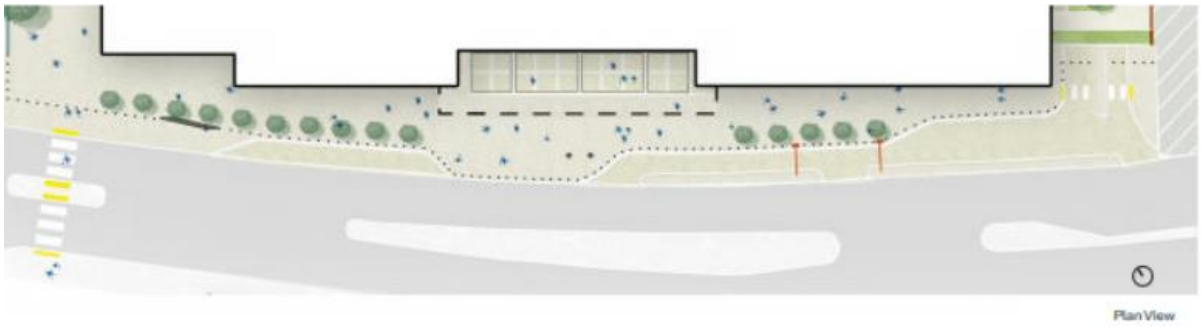
Canal Plaza Landscape Strategy

Great Ancoats Street Frontage

The South Building on Great Ancoats Street has active ground floor uses. Natural stone paving would create an accessible environment and promote movement along the building frontage. New tree planting would line the frontage.

Vehicular access for deliveries and approved secure access into the undercroft would be provided in this space via a vehicle lay-by and pull in with contrasting kerbs. The use of this pull in space would be regulated and is not for general use.

A large bespoke bench will provide seating along Great Ancoats Street with age-appropriate detailing. A line of robust bollards set back from the road edge would provide protection along the entire elevation.



Great Ancoats Street Frontage Landscape Strategy

The Terrace

This occupies the eastern end of the first phase overlooking the Park. It would be gated and provide access for cyclists and a garden mirroring the language of the park in terms of its hard and soft landscape detailing. It would have a balustrade as there will be a change in level at this location. Planting in raised planters would sit on the podium forming the access to the undercroft.



The Terrace Landscape Strategy

Once the City Park is complete, the north boundary would be formed by a concrete wall faced by planting on the park side and embossed by plant motifs to reflect the parkside setting. The planting on the park side will over time partly obscure this wall. Where the sites join at grade where the Boulevard joins the park, the materials would flow into each other with complementary colours and tones. The pavement at the lower end of the park will join that at the undercroft entrance on Great Ancoats Street.

Impact on the highway network/transport/car parking issues/sustainable travel

The site is located within a highly sustainable location with frequent bus services, Metrolink services and railway services which are all available within close walking distance of the site.

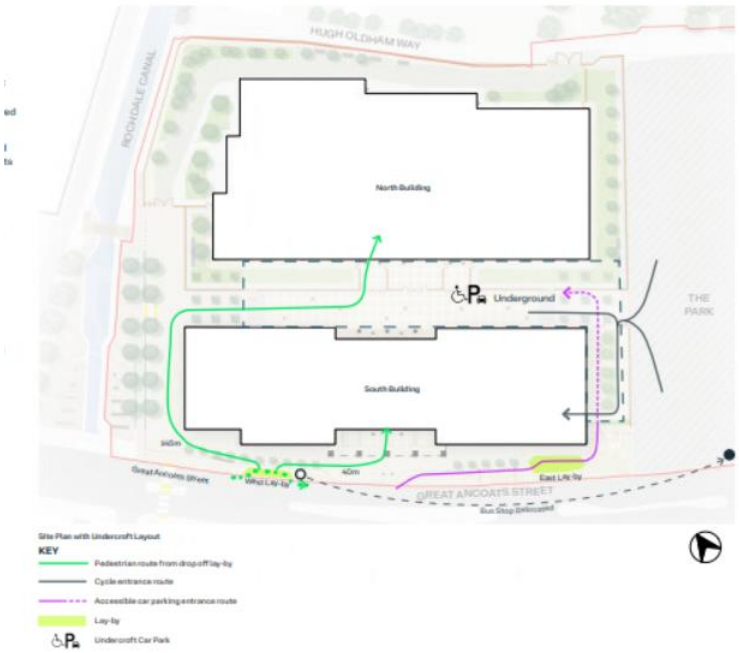
Modelling of trip generation and junction capacity assessments demonstrate that the proposal would have no significant impacts on the local highway network.

Improvements have been made to the network, and it is not anticipated that there is a requirement to make further improvements to the highway solely as a result of this proposal and the traffic it would generate. Trips to the site would be managed through the extensive promotion of sustainable travel choices. Nevertheless further, modelling has been undertaken to assess possible intervention for managing signal

timings to mitigate the impact of vehicle trips from the site. Any upgrade to the signals would be secured by planning condition.

Two lay-bys would allow servicing for the South Building together with access to the undercroft parking area and for deliveries, refuse and maintenance vehicles for the North Building. This separation improves pedestrian safety and reduces congestion. Final details of this arrangement would be secured by planning condition.

Refuse vehicle would access the deacceleration lane, park in the east lay-by, collect refuse and then exit via the left-out egress. They would not access the site.



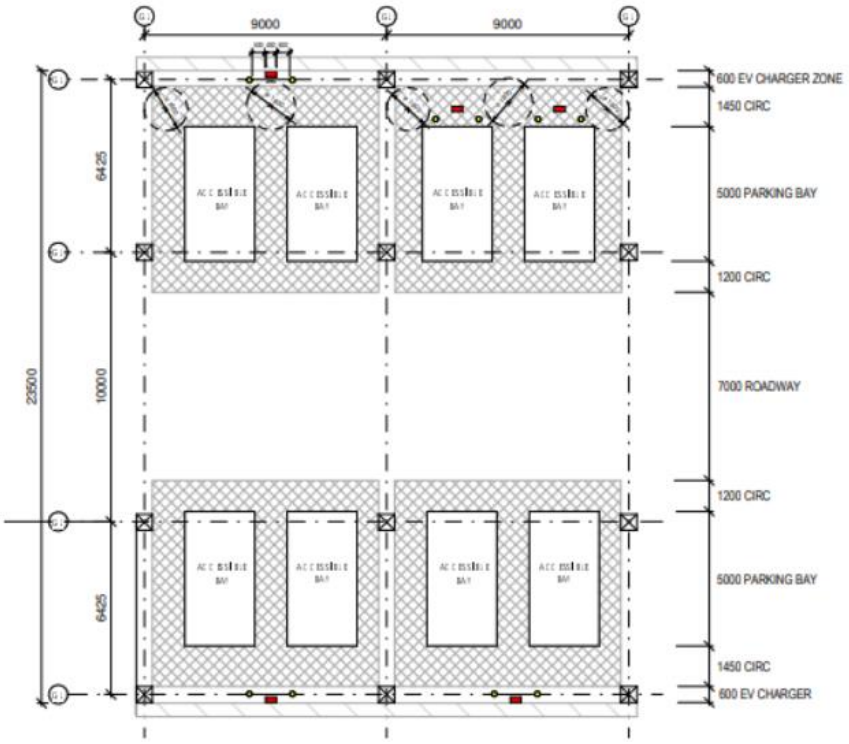
Vehicle access to the building

The existing bus stop along Great Ancoats St would align with the new park and avoid the vehicle lay-bys.

Pedestrian access would be via Great Ancoats Street, from the west between the two buildings and east via the proposed park, initially via Great Ancoats Street.

A Pedestrian Movement Report demonstrates that existing pedestrian routes can cater for the potential footfall. Connections would be improved across the site including to Great Ancoats Street and the park.

50 accessible parking bays plus 5 spaces associated with facilities management and operations, and15 electric vehicle (EV) charging points would be provided. The parking would be managed by the on site facilities management team.



Indicative car parking details

There would be a cycle parking facility at the south building, for staff in both buildings. It would have indoor parking for 320 bikes, 320 lockers and 32 showers. Cycle parking should be monitored as part of the Travel Plan. Final details of the cycle parking storage, security and location should be agreed.

A construction management plan should be agreed along with a site Travel Plan.

Accessibility and inclusivity

The design would be inclusive and accessible to ensure the buildings can be used by a wide and diverse range of people. 50 accessible car parking bays would be created in the basement area to serve both buildings. Welfare rooms would be provided throughout each building.

The external areas would be smooth with level access to all door thresholds and retail units. The shallowest possible gradients would be used and there would be an improved environments for all on Great Ancoats Street and the canal towpath.

Effect of the development on the local environment and existing residents

Effect of the development on the local environment and existing residents

(a) Sunlight, daylight, overshadowing, solar glare and overlooking

Sunlight and daylight

An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has been given to instances of overlooking which may result in a loss of privacy. The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL).

Baseline daylight levels were assessed to all habitable rooms and school classrooms by calculating: Vertical sky component (VSC) at the centre of each main window in the external plane of the window wall, which measures the total amount of skylight available; and No-sky line (NSL) on the working plane inside the room, where its layout is known, which measures the area that can receive direct skylight and assesses the distribution of daylight around the room.

If a window receives at least 27% VSC it should be enough to provide good daylight inside the room with conventional window design. For good distribution of daylight around the room, at least 80% of the area of the working plane should lie in front of the NSL.

For a bay window, the centre window facing directly outwards can be taken as the main window for the VSC calculation. If a room has two or more windows of equal size, the mean of their VSCs may be taken. If a room has two or more windows of unequal size, the area-weighted mean of their VSCs may be taken.

For sunlight, the approach considers the Annual Probable Sunlight Hours (APSH). The BRE numerical guidelines on sunlight apply to main living rooms and conservatories in dwellings. Kitchens and bedrooms are less important. Bedrooms are not normally assessed on the basis they are not a material issue, except when combined with a living space, such as in a bed-sitting room.

Kitchens and bedrooms have been included. Typically, school classrooms do not have a particular requirement for sunlight but, again, have been included. Only windows facing within 90˚of due south have been assessed, in accordance with the guidelines.

In each case the level of sunlight has been measured by calculating the percentage of annual probable sunlight hours (APSH) at the centre the window in the external plane of the window wall. If a room has two or more windows, the total APSH has been calculated, avoiding any double counting of probable sunlight hours.

In general, a dwelling will appear reasonably sunlit if at least one main window wall faces within 90˚ of due south and a habitable room, preferably a main living room, can receive 25% APSH, including at least 5% of APSH in the winter months between 21st September and 21st March.

Sunlight to back gardens and amenity spaces should be assessed on the equinox (21st March). The BRE guide recommends that at least 50% of each amenity space should be able to receive at least two hours of direct sunlight on the equinox.

The BRE guide recommends assessing sunlight to main back gardens of houses, allotments, parks and playing fields, children’s playgrounds, outdoor swimming pools,

sitting-out areas such as in public squares, and focal points for views, such as a group of monuments or fountains.

Consequently, overshadowing has been assessed to the surrounding areas, including Co-op Academy New Islington, Cotton Field Park, and the Rochdale Canal Corridor. In addition, sun-on-ground has been assessed to the various playgrounds and other outdoor areas of the Co-op Academy New Islington.

The BRE guide and BRE solar glare paper highlight the potential for road users to be affected by sunlight reflected from glazed façades or areas of reflective metal cladding on buildings that adjoin the highway. Six points on the highways at junctions or traffic signals adjacent to the Site were selected at which reflected solar glare assessments were undertaken.

The following properties were assessed:

- Co-op Academy New Islington;
- Old Mill and Decker Mill on the northwest side of Redhill Street;
- Royal Mills and Sedgwick Mills on the northwest side of Redhill Street;
- M M2 Building, Pickford Street (Flats 1-65) on the northwest side of Redhill Street;
- M M2 Building, Pickford Street (Flats 66-93) on the northwest side of Redhill Street;
- Port Street car park development on the southwest side of Great Ancoats Street (planning application reference 132489/FO/2021);
- Brownsfield Mill, Binns Place on the southwest side of Great Ancoats Street; and
- 40 Laystall Street (apart hotel) on the southwest side of Great Ancoats Street

Construction

During construction, daylight, sunlight, and overshadowing effects are unlikely to exceed those of the when the development is completed. Any effects during the construction phase would be temporary and would fluctuate as the proposal is implemented. Any impacts due to on-site machinery such as cranes would be short to medium term and changeable during operational hours.

Completed development Impacts

Co-op Academy New Islington

Daylight has been assessed to 13 windows serving nine classrooms. The classrooms and IT suite are around 8.8m and 8.1m-deep respectively and lit from one side only. The BRE guidelines advise under such circumstances that a larger relative reduction in VSC may therefore be unavoidable under such circumstances where there is a deep recess into a building.

The ground floor rooms have projecting rain canopies above their main windows with a small clerestory window above. The rain canopy to the Reception classrooms has been extended with a timber and translucent polycarbonate structure. The window

serving the IT suite sits behind a recessed balcony. These features restrict the view of sky from the relevant windows. The BRE guide recognises that because the canopies/balcony cuts out light from the top part of the sky, a larger relative impact may result.

For the IT suite, the VSC value would reduce from 17.2% to 9.5% (high magnitude). In a supplementary assessment with the recessed balcony removed, the VSC would reduce from 33.8% to 26.1% (low magnitude), which is only fractionally below BRE guidelines. This illustrates how the recessed balcony increases sensitivity and amplifies relative light loss to the window. The NSL would remain compliant with or without the balcony present.

For the first-floor classrooms which are unaffected by canopies, the VSC values would reduce from 36.3%-36.6% to 24.7%-25.1% (medium magnitude). This is good outcome within an urban environment.

The NSL values would reduce from 99%-100% to 43%-49% (high magnitude), but the deep rooms (8.8m versus 5m guideline) must be borne in mind.

For the ground-floor classrooms with canopies, the VSC values to the clerestory windows immediately above the canopies would reduce from 35.7%-36.4% to 23.4%-24.1% (medium magnitude), and the windows immediately below the canopies the values would reduce from 9.1%-17.7% to 1.4%-4.6% (high magnitude).

The clerestory windows retain good daylight, as would the main windows, but for the canopies. The NSL values would reduce from 96%-99% to 42%-48% (high magnitude).

An assessment was also carried with the canopies removed to the ground floor classrooms. The VSC values to the windows below the canopies in this scenario would reduce from 35.4%-36.1% to 22.6%-23.4% (medium magnitude). This highlights that the canopies are a material factor in the light loss. The NSL results without canopies are broadly similar to those with the canopies.

The school enjoys unusually high levels of daylight over a vacant site apart for the windows which are restricted by the ground floor rain canopies and first floor recessed balcony. The proposal would result in high level of harm to the daylight of the window restricted by the canopies/balconies and a medium level of harm to the other windows. The retained VSC values are considered good in an urban environment, and it has been demonstrated that the design of the school building hampers the amount of light certain windows receive. It is not considered that the impact on daylight would warrant refusal of this planning application.

Although not considered necessary to make the development acceptable, the applicant has offered the Co-op Academy funding to replace their two existing rain canopies above/outside the Reception classroom windows (which comprise two original solid projecting canopies and a timber and clear polycarbonate roof structure) with glazed rain canopies to admit more light. With this mitigation, the significance of the daylight effects would reduce to minor to moderate adverse.

Schools are generally not considered as having a special requirement for sunlight. However, Co-op Academy has been scoped into the study for completeness and to include an assessment of its rooftop solar panels.

The sunlight impacts would be inside the BRE default numerical guidelines to eight rooms (89%) and outside the guidelines to one room. The one room (IT suite) that would be outside the annual sunlight guidelines would experience a medium-magnitude impact on annual sunlight only (0.62 times former value). The residual annual sunlight value would be 19.6% APSH.

Given that IT suites do not have a requirement for sunlight, the significance of the sunlight effects on the building would be negligible.

Consideration has been given to the potential impact to the solar panels located on the roof of the school building using the APSH test. It would be reduced by between 0.84- and 0.88-times baseline levels, which is slightly below the BRE 0.90 numerical guideline. Consequently, the more detailed assessment was carried out. The slope angle of solar panels is around 10°. As the solar radiation to each would not reduce to less than 0.90 times former value, the loss is within the BRE guidelines and is not significant. The significance of the potential sunlight effects to solar panels would be negligible.

There are no material cumulative effects on daylight and sunlight on the school beyond those outlined.

Old Mill and Decker Mill on the northwest side of Redhill Street

This converted former mill building contains dwellings at all floor levels.

Daylight has been assessed to 86 windows serving 47 habitable rooms (seven Living Room Kitchens (LKDs), two LDs, and 38 bedrooms) across 19 dwellings. The VSC and NSL impacts would be inside the default numerical BRE guidelines to 78 windows (91%) and 42 rooms (89%) respectively. The only impacts that would be outside the guidelines are to a three-bedroom, triple-aspect corner flat on each floor level from lower ground to third floor levels (five flats).

Each flat has a master bedroom and a snug facing away from the site, which would not be affected, a living/kitchen/dining room (LKD) lit by a pair of windows facing Murray Street, a dual-aspect corner, and a third bedroom facing Redhill Street.

Although VSC impacts would be outside the guidelines to eight windows individually after considering area-weighted mean VSC, only two rooms would be outside the default VSC guidelines: lower ground floor LKD and ground floor LKD.

In both cases, the magnitudes of impact would be small (0.71- and 0.76-times former value respectively), as would the absolute loss (not exceeding 2% VSC).

Five rooms would be outside the NSL guidelines: the LKDs from lower ground to third floor levels. The magnitudes of impact would be high for two rooms, medium for two rooms, and low for one room (working up the building). The rooms face the eight-

storey Sedgwick Mills across the narrow Murray Street. Coupled with their windows being on the back edge of the pavement, they rely on a narrow shaft of oblique light over the site and arguably, they are overly reliant on this oblique light.

The small absolute VSC losses, and the over-reliance on a narrow shaft of oblique light the significance of the daylight effects would be permanent minor adverse. It is not considered that the impact on daylight would warrant refusal of this proposal.

Sunlight has been assessed to 47 rooms in this converted former mill building. The sunlight impacts would be inside the BRE guidelines to 44 rooms (94%) and outside the guidelines to three rooms. These three rooms would experience low-magnitude impacts (0.74 times former value) to annual sunlight only. The affected rooms are the LKDs at lower ground to first floor levels facing Murray Street with an oblique view of sky over the Site.

The affected rooms would retain 20% APSH annually, which is good for an urban area, and 6% APSH in winter, which exceeds the winter sunlight guideline.

The significance of the sunlight effects would be permanent minor adverse but are not considered unduly harmful to warrant refusal of this proposal.

There are no material cumulative effects on daylight and sunlight on Old Mill and Decker Mill beyond those outlined.

Royal Mills and Sedgwick Mills

This converted former mill building contains commercial uses at ground and first floor level and dwellings at second floor level and above. The homes have very deep habitable rooms, some up to 11m deep, lit from one side only. As they are considerably greater than 5m deep, a greater movement of the no-sky line may be unavoidable.

Daylight has been assessed to 197 windows serving 128 rooms (58 LKDs, five living rooms, 61bedrooms, and four rooms of unknown use) in 57 homes. The VSC and NSL impacts would be inside the BRE guidelines to 181 windows (92%) and 67 rooms (52%) respectively.

The retained VSC would range from 25.6% to 26.9%, which is only marginally below the 27% target and good for an urban area.

Of the 61 rooms that would be outside the NSL guidelines, the magnitudes of impact would be low for 21 rooms, medium for 16 and high for 24. The residual NSL values for the adversely affected rooms would range from 28% to 79%, with an average of 53%. The affected rooms are 29 LKDs and 32 bedrooms.

The impact on the rooms must be considered in terms of their depth of up to 11m. They currently enjoy deep light penetration as site is vacant. Most of the rooms would retain light penetration to a depth of around 5m.

The retained VSC levels, and the effect of very deep rooms on the NSL results with the cleared site, the significance of the daylight effects would be permanent minor adverse. It is not considered that the impact on daylight would warrant refusal of this planning application. There are no significant impacts on this property from a sunlight.

There are no material cumulative effects on daylight and sunlight on Royal Mills and Sedgwick Mills beyond those outlined.

MM2 Building Flats 1-65

Daylight has been assessed to 40 windows to 16 rooms. The VSC and NSL impacts would be inside the BRE guidelines to 33 windows (82%) and all rooms.

The seven windows that would be outside the VSC guidelines would experience low-magnitude impacts of 0.74 to 0.79 times former value. The affected windows would retain between from 24.4% to 26.7%, which is only slightly below the 27% guideline and good for an urban area.

All NSL impacts would be inside the BRE guidelines.

The significance of the daylight effects would be permanent minor adverse. It is not considered that the impact on daylight would warrant refusal of this proposal. There are no significant impacts on this property from a sunlight perspective.

There are no material cumulative effects on daylight and sunlight on MM2 Buildings Flats 1-65 beyond those outlined.

40 Laystall Street

This apart hotel has suites at first floor and above. The lowest two floors (first and second) were assessed. Daylight has been assessed to 41 windows to 18 rooms. The VSC and NSL impacts would be inside BRE guidelines to 35 windows (85%) and 16 rooms (89%).

Of the six windows that would be outside VSC guidelines, the impact would be low for four windows (serving two LKDs) and medium for two windows (serving two bedrooms). The residual VSC values for the affected LKDs would range from 21.4% to 28%, which is good for an urban area. The residual VSC values for the affected bedrooms, which have a lower requirement for daylight and whose view of sky is blinkered by their own building, would range from 9.6% to 10.2%.

The is a slight worsening of the impacts in the cumulative scenario but this again would not be considered unduly harmful to warrant refusal.

The significance of the daylight effects would be permanent minor adverse. It is not considered that the impact on daylight would warrant refusal of this planning application.

For M M2 Building (Flats 66-93), Brownsfield Mill and Port Street development all daylight impacts would be inside the BRE default numerical guidelines for both VSC and NSL and the effects would be negligible. There are no significant impacts on these properties from a sunlight perspective.

Sunlight and overshadowing to playgrounds and amenity spaces

The results of the two-hour sun-on-ground on 21 March assessment of the playground and other outdoor spaces at the Co-op Academy New Islington have been assessed.

The six playground and other outdoor spaces would receive at least two hours of sunlight on 21 March to 86% to 100% of their area, which is well in excess of the BRE 50% guideline. The impact would be negligible, with two retaining between 0.87 and 0.89 times their former values with no reduction at the other four. The overall impact would be negligible.

There would be new transient overshadowing across the Rochdale Canal and towpath from before 08:00 to around 13:00, bisected by an area of sunlight received from between the buildings which would change in shape and size as the sun tracks around.

The playgrounds and other amenity areas at the Co-op Academy would experience new transient overshadowing from around 11:00 and 17:00 to varying degrees. Cotton Field Park and New Islington Marina would experience new transient overshadowing moving across them in the afternoon from 13:00 to at least 17. 00.

All these amenity spaces would retain at least two hours of sunlight on 21 March, as per BRE guidelines. The significance of the overshadowing effects would be permanent minor to moderate adverse, but the effects are not considered to be unduly harmful to warrant refusal of this planning application.

The cumulative scheme is too remote from the playgrounds and amenity spaces to the north to result in any cumulative effects on sunlight or overshadowing to playgrounds and amenity spaces.

Solar Glare

The levels of potential reflected solar glare were assessed at six locations on the public highway.

Henry Street approaching the T-junction with Redhill Street is a side street with low-speed traffic. The total probable annual solar glare duration is around 14 hours, mostly for short periods of time, typically with glare angles between 10° and 30° (low magnitude), and none less than 5° and the significance would be negligible.

Pickford Street approaching the T-junction with Redhill Street and is a side street with low-speed traffic. The total probable annual solar glare duration is around 20 hours, mostly for short periods of time, typically with glare angles between 10° and 30° (low

magnitude), some between 5° and 10° (medium magnitude) and none less than 5°. The significance would be negligible to minor adverse.

Great Ancoats Street heading southeast approaching the pelican crossing T-junction with Redhill Street before the canal crossing is a sensitive location given it is a main road. The total probable annual solar glare duration is around two hours for very short periods of time, typically with glare angles between 10° and 30° (low magnitude), none less than 5°, and none that would veil the pelican crossing traffic lights. The significance would be negligible.

Laystall Street approaching the T-junction with Great Ancoats Street and is a side street with low-speed traffic. The total probable annual solar glare duration is around 59 hours, some for longer periods of time, typically with glare angles between 10° and 30° (low magnitude), virtually none (0.03 hours annually) less than 5°, and none that would veil the traffic lights. The significance permanent minor adverse.

Great Ancoats Street heading northwest approaching the traffic lights at the junction with Laystall Street and given this is a main road is a sensitive location. The total probable annual solar glare duration is around 14 hours, largely for short periods of time, typically with glare angles between 10° and 30° (low magnitude) or greater, none less than 10°, and none that would veil the traffic lights. The significance would be negligible to minor adverse.

Great Ancoats Street heading northwest approaching the traffic lights at the junction with Store Street and given this is a main road is a sensitive location. The total probable annual solar glare duration is around 31 hours, some for longer periods of time, typically with glare angles between 5° and 30° (low and medium magnitude), some (around two hours annually) less than 5°, and some that could potentially veil one or more of the traffic lights. The potential solar reflections from the north building are heavily broken up by non-reflecting parts of the facades so the risk of disability glare from this building is not significant.

The potential solar from the southeast façade of the south building are somewhat broken up by non-reflecting parts of the façade. The periods when the solar glare may possibly occur at solar glare angles of 10° or less are for between three and 16 minutes per day between 7 am and 8 am for seven days in late-February and again in mid-October when the probability of bright sunshine occurring is around 10%, and for between one and two minutes per day between 4 pm and 5 pm for four days in early March and again in early October when the probability of bright sunshine occurring is around 20%. All but one instance would have a solar glare angle between 6° and 10°, so drivers should be able to mitigate the potential effects by using their sun visors. At these times (early morning and later afternoon in spring and autumn respectively) the intensity of the sun, and therefore the glare, is relatively low.

As drivers approach the junction, there are a pair of traffic lights on either side of the main carriageway. Only the lights on the right-hand side are in the same line of sight as the potential solar reflections. The significance of solar glare effects would be minor adverse, due to the location on Great Ancoats Street. However, given the relatively limited number of occasions in the year this would occur, and short duration

of the impact, it would not be of a magnitude that would warrant refusal of the application and can be minimised through use of the vehicle visor.

At each of the location where solar glare has been assessed, the cumulative impacts do not sit within 30° of the proposal and is therefore unlikely to result in any significant cumulative solar glare effects.

Overlooking

The proposal is separated from existing developments by the road network and the distances between the surrounding developments would be acceptable. The fin detail to the windows of the north building would minimise overlooking to the school and other nearby developments.

(b) TV Reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television, but should any arise, it could be mitigated through antenna upgrade or realignment of the transmitter. Radio signal is variable and there may be some minor impact from the proposal. The effects are unlikely to be noticeable given their current variability of the existing service in this urban environment. A condition would require of a post completion survey to be undertaken to verify that any impacts from the development and put in place mitigation should this be necessary.

(c) Air Quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. As the site is vacant any changes may be noticeable to any sensitive user groups in the local area and therefore mitigation may be required.

The site is close to homes, educational uses, offices, hotel, medical facilities and other commercial uses. Sensitive user groups include residents, parents, children, business owners and visitors who could be affected by construction traffic, development activities and any effects associated with the completed scheme. Those most affected:

- Apartment buildings 45m away to the south on Great Ancoats Street;
- Apartment buildings 20 m to the northwest along Redhill Street
- Apartment buildings 170 m to the southeast on Old Mill Street
- The Co-op Academy New Islington School, 10 m to the north
- Ancoats Primary Care Centre (a health care facility) 80 m to the east
- There are also cafes, shops, commercial buildings, footpaths (along the canals) and public amenity areas nearby

There are two non-statutory designated ecological sites: Rochdale Canal Stott's Lane LWS, to the north and Ashton Canal LWS. However, it is not considered there would be any unduly harmful impacts on these assets from an air quality perspective.

During construction, there is a risk of increased dust and vehicle emissions from site activities and materials movement, which could affect local air quality. There would be extensive earthworks and crushing of the concrete hardstanding before development commences.

In any given construction phase, the total number of daily heavy-duty vehicles (HDV) movements is expected to be limited to a maximum of 35, which would when the superstructure is being built, and a maximum as an annual average in any individual construction year of 29 daily trips. When averaged over the four-year construction period, there is expected to be an average of 11 daily HDV movements, which is less than half the relevant IAQM guidelines. When traffic changes fall below the criterion, the impact on air quality can be considered to be negligible.

There is expected to be up to a maximum of 235 light duty vehicles (LDV) daily trips, during construction of the superstructure, and a maximum as an annual average in any individual construction year of 227 daily trips. When averaged over the four-year construction period, there would be an average of 135 daily LDV movements. Although this meets the IAQM Planning Guidance traffic screening criteria requiring an assessment ,unlike HDV traffic, the impacts of LDV have been carefully considered to minimise their impact on local air quality conditions.

All deliveries and collections would be carefully managed with allocated times slots, distributed across the day to avoid build ups on the local highway network. The system would monitor the impact of the LDV movements to reduce vehicles coming to the site and other efficiencies as necessary.

The construction effects 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.

Elevated dust, particulate matter and pollution concentrations could be generated on site, particularly from exhaust emissions from traffic, plant and earthworks, which, if not carefully controlled could give rise to unacceptable impacts on the sensitive groups in the area such as residents and school children. There are also likely to be cumulative impacts from other nearby developments which would be under construction at the same time.

The impact on the health of nearby residents, up to 400 school children and staff, business and visitors could, without mitigation, be noticeable particularly from earthworks and construction.

The impacts on local air quality conditions would not be of a magnitude to warrant refusal as construction effects can be minimised through the adoption of measures in a construction management plan which would be secured by planning condition.

This would outline and agree industry best practice and establish community liaison and system for recording and responding to complaints. Air quality monitoring devises would also be installed at the site with dust suppression measures, including screens and sheeting and wheel washing, 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 surface of surrounding roads, which are in a well maintained and good condition, would help to minimise dust.

The assessment of 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 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 completed scheme would generate traffic, but this would not create significant impacts on air quality conditions (NO2, PM10 and PM2.5). Whilst this would be a largely car free development, there would be emissions from traffic and servicing. 15 of the 50 car parking spaces would be fitted with an electric vehicle charging points. A travel plan and these other measures would incentivise active travel and minimise emissions from the site.

320 cycle spaces would also be provided, and a travel plan would encourage public transport use and reduce vehicle trips. The proximity of rail, bus, tram and cycle facilities and the city centre means the site is ideally located for walking and cycling.

There would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the offices are occupied. A mechanical ventilation system would ensure that air intake would be fresh and free from pollutants.

Deliveries would be monitored in order to manage and respond to the impacts of the servicing arrangements and introduce reduce and rationalise where necessary.

A cohesive strategy would consolidate deliveries to reduce the number of delivery and servicing trips to the site. This would also be applicable to post which would be consolidated off the campus to avoid multiple post deliveries.

Local air quality conditions are poor but, there would no material impact on current air quality conditions from this proposal and the accommodation can be suitably mitigated against current conditions.

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

(d) Wind Environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and how this could influence activities. The assessment identified mitigation measures to minimise these impacts.

A Pedestrian Wind Comfort (PWC) analysis was conducted to determine the comfort and safety levels for users. It used advanced computer simulations to create a 3D model of the area, considering both the existing site and the proposal with planned landscaping and wind mitigation measures for when it becomes operational.

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

There are no areas of discomfort on site at present and the wind conditions are suitable for all existing uses. With the wider area beyond the site, there are good to moderate wind comfort conditions suitable for pedestrian sitting and standing.

During construction, the contractor would follow strict guidelines to minimise the impact of construction on local wind conditions and follow best practice guidelines.

Construction sites, with hoardings and restricted access, are less sensitive to wind compared to the completed scheme. Provided best practice is observed, there would be a negligible impact on local wind conditions during construction.

The modelling indicates that when complete, the areas immediately around the buildings, such as entrances, Canal Plaza and The Boulevard, and the retail spaces at New Islington Marina/Cotton Field Park, would be suitable for access and egress and siting which is their intended use.

The areas around the Co-op Academy are suitable for sitting. There would be a slight increase in wind speeds but remain within comfortable limits for activities such as sitting and standing, resulting in only a minor impact but not one that would warrant refusal of the application.

The highest wind speeds are to the east within a small area suitable for only pedestrian business walking, such as people commuting or walking across an area. However, these are considered within comfortable limits for the intended activities such as walking**.** This would result in a minor adverse impact but not one that would warrant refusal of the application.

Overall, the development would have a minor adverse impact on local wind conditions and microclimate, which would not be significant enough to warrant refusal and the landscaping would also assist in managing wind conditions.

Noise and vibration

A noise assessment has considered the noise insulation requirements for the offices. The main sources of noise from the proposal are construction activities and plant. During construction, there would be temporary but notable noise and vibration, which could affect nearby residents, the school, and businesses. Once operational, noise from rooftop plant equipment and surrounding traffic are expected to be the primary noise sources. In both scenarios, the noise conditions at the site would change given its currently vacant.

The effects on sensitive neighbours vary. Residents and users of Cotton Field Park and the Marina may experience disturbances from both construction and operational noise. The Co-op Academy might face noise disruptions during school hours, impacting outdoor activities. Environmental impacts include potential disruptions to local wildlife and ecosystems from noise and vibration.

During the 48 month construction phase, the noise levels would depend on the nature of the activities taking place. There are likely to be cumulative impacts with other nearby developments. It is, however, acknowledged, that there would be noticeable disruption during this time in the local community particularly to residents and the adjacent school.

Quieter machinery and noise barriers should be used. A Construction Environmental Management Plan (CEMP) will be in place to monitor and manage noise levels, and there will be ongoing community engagement to keep residents, the school and local businesses informed to address any concerns.

It is considered that on the basis that mitigation measures are put in place, noise and vibrations from construction can be carefully managed so it does not reach a magnitude that would be considered unduly harmful to surrounding amenity.

When the scheme is operational, acoustic barriers are required around rooftop equipment. The location of the plant on the roof also provides a sufficient distance to surrounding residents, the school and other buildings and businesses to prevent any unduly harmful impacts. All plant should meet the Council's noise criteria when in operation.

There would be traffic, and other noise, on roads and entering the site which is not considered to be unduly harmful given the low-level car parking and its location underneath the building. The developments' location adjacent to Great Ancoats Street would absorb any low-level noise from vehicle movements.

The accommodation would be in use 24 hours a day. Plant would operate at night and in line with agreed limits to ensure that there is no unacceptable noise outbreak**.** It is anticipated that mechanical ventilation and appropriate glazing would prevent noise outbreak. It is not anticipated that there would be any unduly harmful impact from noise outbreak from the building on residents, the school (which is only in use during daytime hours) or other users in the area.

The ground floor commercial uses would have hours restrictions and acoustic insultation would prevent noise outbreak, agreed by planning conditions.

Provided that construction activities are controlled, through the construction management plan, and the plant equipment and accommodation is appropriately insulated the proposal (secured and agreed through condition), the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste strategy and servicing management

The servicing and logistics of the development would be managed and controlled via Great Ancoats Street.

All servicing and deliveries for the office and commercial uses would be undertaken from the eastern vehicular layby off Great Ancoats Street. Deliveries would be carefully planned and managed and wherever possible occur during 'out-of-hours' periods to avoid peak traffic.

The refuse stores within each buildings' basement are equipped with ramped access routes out onto Great Ancoats Street. The management team would transport refuse bins up to the vehicular lay-by, by means of an electric tow.

The waste stores would support recycling in line with the waste hierarchy.

The waste management principles for the office element of the scheme are acceptable to Environmental Health. Final details would need to be agreed for the commercial tenants, once the end users are known, by planning condition.

Water quality, drainage and flood risk

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

The applicant has committed to carrying out further explorations to determine the exact location and condition of the culvert. If it is in good working order, the applicant would discharge surface water into it rather than the combined sewer.

A condition would require that further investigations are undertaken to examine the location of the culvert.

A draft drainage strategy has been considered by the City Council's flood risk management team and United Utilities. Once the culvert investigations have been completed, and on the basis that it is able to accommodate surface water from the site, the strategy would require revision and agreement. A condition is recommended to capture this alongside verification and maintenance of the agreed drainage strategy.

These conditions are necessary to comply with policy EN14 of the Core Strategy.

There are United Utilities assets at the site in the former of sewers. Discussions have taken place with UU to establish the location of the sewers and the implications for this scheme including potential build over agreements. These discussions are ongoing.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment and remediation strategy is required to ensure that there are no unacceptable impacts, including the risk to ground water, and the land is properly remediated. Methods of piling should also be agreed.

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

Construction Management

A draft construction management plan has been submitted. Construction is expected to take place over a 48-month period. The erection of superstructure would represent the most intense period of activity regarding vehicle movement and is expected to last 9 months. Construction would be Monday to Friday 07:30-18:00 hours and Saturday 08:30-14:00 hours.

During construction, the site would be accessed from Great Ancoats Street, between the Rochdale Canal bridge, and just west of the former access to the retail park. The access arrangements would be left in and left out.

A deceleration lane will be formed taking arriving traffic from the eastbound direction of Great Ancoats Street, separated from it by a parallel island. Vehicles will be held in this holding area which would also have a layby for servicing.

Traffic cleared for entry would turn left into the site. Traffic not cleared for entry would be returned to Great Ancoats Street to continue in the eastbound direction. Permitted vehicles leaving the site would join Great Ancoats Street just beyond this junction

Three principal traffic routes have been identified to serve the site.

- Blue Route - the Site linked to M60 Junction 22 via A62 Oldham Road;
- Green Route - the Site linked to M60 Junction 23 via A662 Pollard Street/ Ashton New Road; and
- Orange Route - also linking the Site with M60 Junction 23, but via A635 Ashton Old Road

It is anticipated that construction traffic would arrive using the Blue Route and depart using either the Green Route or Orange Route to avoid vehicles having to make a

right turn into the site or out of the site at the existing Great Ancoats Street/ former retail park/ Laystall Street junction.

A key exclusion is that no heavy goods construction traffic should use Old Mill Street north of the High Oldham Way junction in either direction or Redhill Street.

Drivers of vehicles accessing the site will be made aware of the agreed construction access routes.

Temporary road signage would be implemented at the main highway junctions signposting construction traffic to the preferred access. Signage will also be installed along the major access routes in proximity to the works sites to warn other road users of the potential for wagons turning. Additional road signage will be placed on the local road network to slow the traffic down and to provide advance warning of the site access and egress points.

It is acknowledged that the development is taking place close to the Co-op Academy and there would be no construction movement in mid-afternoon for half an hour each side of the school closing time.

Heavy Goods Vehicles (HGV) trips to and from the site would be evenly spread through the working day and outside of network peak hours, where possible, to minimise the impact of construction on the local network. Spreading vehicle movements will ensure that delays are minimised, and the risk of vehicle queuing is reduced.

Deliveries would be staggered. Bulk materials would on a a ‘just-in-time’ basis with no waiting nearby. All deliveries would be supported by a banksman.

All vehicles exiting the site would be required to pass over a ‘rumble strip’ and wheel wash to minimise the amount of debris which is transferred to the local highway. Road sweepers will also be employed to maintain highway cleanliness.

Construction workers would not be permitted to park on or near to the site. All site operatives, trades and visitors would be actively encouraged to use the public transport close to the site. Should contractor parking be needed, then the applicant would require the Main Contractor to identify a suitable off site car park (outside of the city centre, including the local area, to avoid any potential impacts on the highways network) and put in place shuttle arrangements to and from the site.

A modified arrangement would be in place for the enabling works phase where contractors would be encouraged to use public transport and suitable parking would be provided on site for all the vehicles. Given the nature and scale of the enabling works, the predicted impact on the highways network would be negligible.

Dust mitigation measures would be used and plant and equipment would be fitted with silencers and would be used during working hours only. Construction waste management would always be in place.

Provided these measures are adhered to, the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, a condition is recommended that requires the final construction management plan to be agreed to ensuring the process has the minimal impact on surrounding residents, the school and local businesses and the highway network.

Other considerations

The proposal would remove the skatepark that has been created at the site. This has become a popular social resource which has attracted a profile and following.

However, the use and associated structures do not have planning permission and are unauthorised and could be subject to further action. In addition, the use and structures do not have the relevant permissions and authority from the landowner.

The proposal would remove the use and structures, and this would cause harm to this user group who have established themselves at the site.

Whilst a low level of harm would arise, it is not considered that this would warrant refusal of the planning application. The loss of the unauthorised state park, and the social value it creates for its users, should be given very limited weight in the planning balance given its lack of status in planning terms and relevant permissions from the landowner.

The very limited harm that arises from the loss of the unauthorised skate park should also be viewed in the context of the overall benefits of the scheme. Economic, environmental and social benefits would arise from the creation of the digital campus which are of local and regional significance. The need for significant employment opportunities such as this are noted in Places for Everyone (policies JP-Strat2 and JP-J3) together with policies EC1, EC3 and EC5 of the Core Strategy.

As directed by Section 6 of the NPPF, 'significant weight' should be placed on the need to support economic growth and productivity.

The proposal would involve place making at the site with improvements to Great Ancoats Street, the plaza to the Rochdale Canal and the Boulevard, with connections through to the proposed park. This proposal would create the level changes and other associated works required for the park. This would support health and wellbeing objectives as well as acting as a catalyst to deliver further employment led regeneration of the wider SRF area. Achieving these objectives are significant and should be given considerable weight in the planning balance.

Although a skatepark would not be created within the site, nor in the proposed park, the new public realm would allow a wider variety of user groups of all ages to dwell and enjoy the space. This would maximise the potential of the public realm for all and meet the needs of the local community as a whole.

Aerodrome safeguarding

An informative about the use of cranes should be imposed on the planning permission.

Legal Agreement

This application will be subject to a legal agreement which would secure a monitoring fee for the monitoring of the onsite biodiversity as set out under the heading 'Biodiversity' within this report.

Conclusion

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

The site is in an important regeneration area where change is expected to take place in line with Council regeneration framework (policies SP1 and EC3). The Central Retail Park SRF identifies the site for significant employment development opportunity.

JP-Strat2 of PfE emphasises the City Centre's significant economic role, having a primary focus for business among other uses and supporting Greater Manchester's economic growth. Policy JP-J3 earmarks over 2 million sq. m. of accessible new office floorspace for the region, with more than half of this to be accommodated within the City Centre.

Section 6 of the NPPF states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

83,000 sqm office campus, in two buildings, would be delivered plus 1,000 sqm of ground floor retail floor space. The proposal has a construction value of £310million for the base build and a value of in excess of £1.0 billion once all construction and fit out is complete. Over 7000 people would be employed at the site when it is complete.

The Campus would be a flagship development creating a dynamic and diverse commercial district delivering a range of exemplary and innovative workplaces, promoting inclusivity, health and well-being. It would contribute to Net Zero Targets by being designed to be energy efficient. The buildings are expected to achieve a BREEAM 'Excellent' rating and NABERS 5*.

Trees and vegetation would be lost, but the proposal would deliver a significant amount of place making including improvements to Great Ancoats Street and the Rochdale Canal. New spaces would be activated through the commercial offer. 83 trees would be planted. The proposal would facilitate the City Park at the heart of the SRF. Requirements for BNG net gain would be met.

There would be some localised impact on the Ancoats conservation area and nearby listed buildings. The level of harm would be low, less than substantial and

outweighed by the significant regeneration benefits delivered as a consequence of the development socially, economically and environmentally: S66 and S72 of the Listed Buildings Act (paragraph 215 of the NPPF).

Careful consideration has been given to the impact of the proposal on the local area. There is a long-standing residential community which has been transformed through various regeneration initiatives. In addition, the local primary school sits immediately adjacent to the site which would be affected alongside local businesses.

It is acknowledged that the proposal would remove the unauthorised skateboarding park and this would not be replaced as part of the proposal.

This would be a significant development and would be noticeable during construction and when the site becomes operational due to its longstanding vacant nature. Construction impacts to the surrounding homes and school would be minimsied through a construction management plan which would control how dust and noise is to be managed at the site.

The siting, scale and appearance of the development steps away from the residential building along Redhill Street. Any harm that does arise would not be of a magnitude which would warrant refusal of the application.

There would be no unduly harmful impacts from noise, traffic generation, air quality, water management, contamination or loss of daylight, sunlight and privacy. Where harm does arise, it can be mitigated and would not amount to a reason to refuse this planning application.

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

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to be given 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. Members must bear in mind the provisions of the Act in their determination of this planning application.

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 legal agreement to secure a on site BNG monitoring fee

Article 35 Declaration

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

Conditions to be attached to the decision

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

- Enabling Phase: to include site set up (erection of hoardings, siting of cabins and securing of the site), vegetation clearance, above ground demolition, ground remediation, disconnection of services, gas main relocation, reduce level dig (including archaeological works and culvert investigations), erection of permanent boundary treatment to the school and highway improvement works or other associated works of the development.

- Construction Phase: to include the building of the North and South Building including associated hard and soft landscaping, public realm and other associated works of the development.

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

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

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

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

Drawings

MDCX-ATR-01-00-DR-A-011010 P01, MDCX-ATR-01-RF-DR-A-011012 P01, MDCX-ATR-01-ZZ-DR-A-011013 P01, MDCX-ATR-01-ZZ-DR-A-012001 P01, MDCX-ATR-01-ZZ-DR-A-012002 P01, MDCX-ATR-01-ZZ-DR-A-012003 P01, MDCX-ATR-01-ZZ-DR-A-012004 P01, MDCX-ATR-01-ZZ-DR-A-100001 P01, MDCX-ATR-01-ZZ-DR-A-100002 P01, MDCX-ATR-01-ZZ-DR-A-100003 P01, MDCX-ATR-01-ZZ-DR-A-100004 P01, MDCX-ATR-01-ZZ-DR-A-100005 P01, MDCX-ATR-01-ZZ-DR-A-100006 P01, MDCX-ATR-01-ZZ-DR-A-100007 P01, MDCX-ATR-01-ZZ-DR-A-100008 P01, MDCX-ATR-01-ZZ-DR-A-100009 P01, MDCX-ATR-03-00-DR-A-011030 P01, MDCX-ATR-03-RF-DR-A-011032 P01, MDCX-ATR-03-ZZ-DR-A-011033 P01, MDCX-ATR-03-ZZ-DR-A-012009 P01, MDCX-ATR-03-ZZ-DR-A-012010 P01, MDCX-ATR-03-ZZ-DR-A-100030 P01, MDCX-ATR-03-ZZ-DR-A-100031 P01, MDCX-ATR-03-ZZ-DR-A-100032 P01, MDCX-ATR-03-ZZ-DR-A-100033 P01, MDCX-ATR-03-ZZ-DR-A-100034 P01, MDCX-ATR-03-ZZ-DR-A-100035 P01, MDCX-ATR-03-ZZ-DR-A-100036 P01, MDCX-ATR-03-ZZ-DR-A-100037 P01, MDCX-ATR-03-ZZ-DR-A-100038 P01, MDCX-ATR-03-ZZ-DR-A-100040 P01, MDCX-ATR-03-ZZ-DR-A-100041 P01, MDCX-ATR-ZZ-ZZ-DR-A-011001 P01, MDCX-ATR-ZZ-ZZ-DR-A-012005 P01, MDCX-ATR-ZZ-ZZ-DR-A-012006 P01, MDCX-ATR-ZZ-ZZ-DR-A-012007 P01, MDCX-ATR-ZZ-ZZ-DR-A-012008 P01, MDCX-ATR-ZZ-ZZ-DR-A-012020 P01, MDCX-ATR-ZZ-ZZ-DR-A-012021 P01, MDCX-ATR-ZZ-ZZ-DR-A-012022 P01, MDCX-ATR-ZZ-ZZ-DR-A-012023 P01, MDCX-ATR-ZZ-ZZ-DR-A-012024 P01, MDCX-ATR-ZZ-ZZ-DR-A-013000 P01, MDCX-ATR-ZZ-ZZ-DR-A-013001 P01, MDCX-ATR-ZZ-ZZ-DR-A-100050 P01, MDCX-ATR-ZZ-ZZ-DR-L-231000 P01, MDCX-ATR-ZZ-ZZ-DR-L-231001 P01, MDCX-ATR-ZZ-ZZ-DR-L-231003 P01, MDCX-ATR-ZZ-ZZ-DR-L-231004 P01, MDCX-ATR-ZZ-ZZ-DR-L-231005 P01, MDCX-ATR-ZZ-ZZ-DR-L-231006 P01, MDCX-ATR-ZZ-ZZ-DR-L-231007 P01, MDCX-ATR-ZZ-ZZ-DR-L-231009 P01, MDCX-ATR-ZZ-ZZ-DR-L-231010 P01, MDCX-ATR-ZZ-ZZ-DR-L-231101 P01, MDCX-ATR-ZZ-ZZ-DR-L-231102 P01, MDCX-ATR-ZZ-ZZ-DR-L-231103 P01, MDCX-ATR-ZZ-ZZ-DR-L-231104 P01, MDCX-ATR-ZZ-ZZ-DR-L-231105 P01, MDCX-ATR-ZZ-ZZ-DR-L-231106 P01, MDCX-ATR-ZZ-ZZ-DR-L-231107 P01, MDCX-ATR-ZZ-ZZ-DR-L-231109 P01 and MDCX-ATR-ZZ-ZZ-DR-L-231110 P01 received by the City Council, as Local Planning Authority, on the 29 November 2024

Supporting information

Design and Access Statement (Including Landscaping, Signage and Delivery/Servicing Strategies and Accommodation Schedule) AtkinsRéalis, Planning and Tall Building Statement Deloitte, Statement of Community Involvement Counter Context, Crime Impact Statement Arup, Obtrusive Lighting Assessment Report AtkinsRealis, Operational Management Strategy AtkinsRealis, Response to Blue and Green Infrastructure Statement Deloitte, Social Value Statement (includes Local Labour Statement) Deloitte, Topographical Survey AtkinsRéalis, Ventilation, Extraction and Odour Statement, AtkinsRealis (with technical inputs), Fire Statement AtkinsRéalis

TV Reception Survey Pager Power, Utility Statement, including GPR Survey results AtkinsRéalis and Energy Statement for Planning (including Environmental Standards Statement) AtkinsRéalis received by the City Council, as Local Planning Authority, on the 29 November 2024

Biodiversty Metric received by the City Council, as Local Planning Authority, on the 23 January 2025

Road safety audit review and preliminary road safety audit received by the City Council, as Local Planning Authority, on the 20 December 2024

Junction Assessment and Linsig Outputs received by the City Council, as Local Planning Authority, on the 10 February 2025

Environmental Impact Assessment

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Volume 2: Environmental Statement

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6. Construction Phasing and Methodology AtkinsRéalis
7. Air Quality AtkinsRéalis
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9. Climate Vulnerability AtkinsRéalis
10. Effects on Climate AtkinsRéalis
11. Daylight, Sunlight, Overshadowing and Solar Glare DPR
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Volume 3: Townscape and Visual Impact Assessment SLHA

Volume 4: Technical Appendices

2.1 Planning Drawing Pack AtkinsRéalis
4.1 EIA Scoping Report AtkinsRéalis

4.2 EIA Scoping Opinion
5.1 Design and Access Statement AtkinsRéalis
6.1 Outline Construction Environmental Management Plan

Document Prepared by

7.1 Air Quality Assessment AtkinsRéalis
8.1 Target Notes and photographs AtkinsRéalis
8.2 Biodiversity Net Gain Assessment AtkinsRéalis
8.3 Arboriculture Impact Assessment AtkinsRéalis
9.1 Climate Vulnerability Baseline AtkinsRéalis
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received by the City Council, as Local Planning Authority, on the 29 November 2024

ES cumulative scenario supplementary note received by the City Council, as Local Planning Authority, on the 13 January 2025

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

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

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

5) 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.

6) Save for site set up, prior to the commencement of the Enabling Phase of the development, an invasive non-native species protocol for the Enabling Phase shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of wall cotoneaster the site within the Enabling Phase. The Enabling Phase shall be carried out in accordance with the approved protocol for the Enabling Phase of the development.

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

7) Save for site set up, prior to the commencement of the Enabling Works, a detailed construction management plan outlining working practices for the Enabling Works shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

o Display of an emergency contact number;
o Communication strategy with residents;
o Details of Wheel Washing;
o Dust suppression measures;
o Compound locations where relevant;
o Location, removal and recycling of waste;
o Routing strategy and swept path analysis;
o Parking of construction vehicles and staff; and
o Sheeting over of construction vehicles.
o Details of the measures which will be taken to ensure the protection of controlled water resources.

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

The Enabling Works shall be carried out in accordance with the approved construction management plans for the duration of the Enabling Works of the development.

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

8) Save for site set up, the enabling phase shall not take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Project Design that has been submitted to and approved in writing by the City Council, as Local Planning Authority. The Project Design shall cover the following:

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

- archaeological monitoring and recording;
- archaeological evaluation (in line with an Updated Project Design);
- pending the results of the above, an open-area excavation.

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. Proposals for community engagement and dissemination of the results of the archaeological investigations commensurate with their significance, which may include publication in the Greater Manchester's Past Revealed series of booklets.

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

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

9) Save for site set up, prior to the commencement of the Enabling Works, a construction environmental management plan (CEMP: biodiversity) shall be submitted for approval in writing by the City Council, as Local Planning Authority in relation to the proximity to the Rochdale Canal SBI.

The CEMP (Biodiversity) shall include the following.

a) Risk assessment of potentially damaging construction activities.
b) Identification of "biodiversity protection zones".
c) Practical measures (both physical measures and sensitive working practices)to avoid or reduce impacts during construction (may be provided as a set of method statements).
d) The location and timing of sensitive works to avoid harm to biodiversity features.

e) The times during construction when specialist ecologists need to be present site to oversee works.
f) Responsible persons and lines of communication.
g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
h) Use of protective fences, exclusion barriers, location spill kitswarning signs and location of site compounds;
i) A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the development;
j)Include the steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway;
k)details of the environmental pollution incident emergency response;
l) Details of the location of temporary stockpiles and the covering of these;
m)Details of wheel washing facilities and containment measures;
n)include measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the canal.
o)Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason - In the interest of minimising the impact on the Site of Biological Importance pursuant to policy EN15 of the Manchester Core Strategy (2015).

10) In the event any Enabling Works Phase or Construction Phase, takes place within 20m of the Rochdale canal, a Risk Assessment and Method Statement (RAMS) outlining the construction of foundations and construction works in proximity to the Rochdale Canal shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The details shall:

- Include the design, depth and means of construction of the foundations of the new office building (including cross sections in relation to the canal wash wall), together with any other proposed earth moving and excavation works required in connection with the development;
- Detail measures that will be taken to protect the canal infrastructure and to limit any vibrations that could impact the canal structure during construction, this shall include details of the canalside vibration monitoring and limits;
- Detail the location of stockpiles and construction equipment on site;
- Include details of any protective fencing to be erected to safeguard the waterway infrastructure during construction; and
- Include details of the measures to be put in place to protect waterway users and the canal infrastructure during the construction of the lockside/canalside public realm works and landscaping. The development shall thereafter be carried out in strict accordance with the agreed Risk Assessment and Method Statement.

Reason: In the interests of safeguarding the land stability of land adjacent to the canal in accordance with policy DM1 of the Manchester Core Strategy (2012).

11) Notwithstanding the Phase I and II Geo-environmental Site Assessment, Central Retail Park, Great Ancoats Street, E3P, Reference: 11-834r1, Dated: July 2017 (this report is over 5 years old so it has been considered for reference purposes only), Ground Investigation Report, Ancoats, Manchester, Atkins, Reference: 5214819, Revision 0.0, Dated: October 2023 and Chapter 12, Environmental Statement, Manchester Digital Campus, Atkins Realis, Dated: November 2024

Save for site set up, prior to the commencement of the Enabling Works, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that Enabling Phase.

- Environmental Statement should reference MCC Contaminated Land Guidance.
- Submission of the calibration certificate(s) for the gas monitoring equipment, to cover the rounds between 18th May and 11 September 2023. And
- Remediation/Earthworks strategy to be submitted to cover imported soil for the landscaped area, including depth of soil and validation in line with our guidance.

b) When Enabling Phase commences, the development in the Enabling Phase shall be carried out in accordance with the approved remedial strategy and verification plan.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present , at any time, before the development is occupied, then development on the relevant Phase or phases shall cease and on-site works not recommenced until a report outlining what measures, if any, are required to remediate the relevant land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority . In the event that the identified contamination can be isolated or is contained to a localized area of the site, subject to agreement, works can continue following submission of a plan identifying the area of contamination. Development shall then be carried out in accordance with the approved Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy of relevance.

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.

12) Save for site set up, prior to the commencement of the Enabling Works phase, a strategy and programme for the investigations of the culvert at the site shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- A masterplan showing proposed layout and the culvert route as determined from site investigation.
- Pre-construction culvert condition survey and culvert routing survey.
- Details of any culvert remediation if required, and embedded design to protect the culvert and proposed development.
- Details of how the culvert can be accessed and maintained for the lifetime of the development.
- Any works within or adjacent to the culverted watercourse that would affect it would require prior consent from the City Council as Local Planning Authority.

The approved details shall be implemented as part of the Enabling Works.

Reason: To prevent the risk to life and property caused by inappropriate development around culverted watercourses pursuant to local policy EN14

13) No drainage systems for the infiltration of surface water to the ground where adverse concentration of contamination are known or suspected to be present are permitted for the Enabling Phase or Construction Phase without the written approval of the City Council, as Local Planning Authority. Any proposal for infiltration drainage must be supported by an assessment of the potential risks to controlled waters. The relevant phase shall be carried out in accordance with the approved details.

Reason - The previous use of the application site presents a risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable drainage system. This could pollute controlled waters pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

14) Prior to any piling or any other foundation design using penetrative methods within the Enabling Phase or Construction Phase of development, details of the intended methodology , shall be submitted for approval in writing by the City Council, as Local Planning Authority. The intended methodology shall be implemented as approved.

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

15) Prior to the commencement of the Construction Phase, a construction environmental management plan (CEMP: biodiversity) for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority in relation to the proximity to the Rochdale Canal SBI.

The CEMP (Biodiversity) shall include the following.

a) Risk assessment of potentially damaging construction activities.

b) Identification of "biodiversity protection zones".
c) Practical measures (both physical measures and sensitive working practices)to avoid or reduce impacts during construction (may be provided as a set of method statements).
d) The location and timing of sensitive works to avoid harm to biodiversity features.
e) The times during construction when specialist ecologists need to be present site to oversee works.
f) Responsible persons and lines of communication.
g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
h) Use of protective fences, exclusion barriers, location spill kitswarning signs and location of site compounds;
i) A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the development;
j)Include the steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway;
k)details of the environmental pollution incident emergency response;
l) Details of the location of temporary stockpiles and the covering of these;
m)Details of wheel washing facilities and containment measures;
n)include measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the canal.
o)Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason - In the interest of minimising the impact on the Site of Biological Importance pursuant to policy EN15 of the Manchester Core Strategy (2015).

16) a) Prior to the commencement of the Construction Phase of the development, details of a Local Labour Proposal for the Construction Phase, in order to demonstrate commitment to recruit local labour for the duration of the Construction Phase of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the Construction Phase of the development.

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

i) the measures proposed to recruit local people including apprenticeships

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

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

(b) Within one month prior to construction work being completed for the Construction Phase of the development, a detailed report for the Construction Phase which takes

into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

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

The construction management plans shall include:

o Display of an emergency contact number;
o Communication strategy with residents;
o Details of Wheel Washing;
o Dust suppression measures;
o Compound locations where relevant;
o Location, removal and recycling of waste;
o Routing strategy and swept path analysis;
o Parking of construction vehicles and staff; and
o Sheeting over of construction vehicles
o Details of the measures which will be taken to ensure the protection of controlled waters.

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

The development shall be carried out in accordance with the approved construction management plans for the duration of that Construction Phase of the development.

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

18) Prior to the commencement of above ground works of the Construction Phase of the development, all material to be used on all external elevations of the development within the Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, extent of window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management. The materials shall also be supported by a series of bay studies.

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

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

19) Notwithstanding the details submitted on the 5 February 2025, (a) the Construction Phase of the development shall not commence until a scheme for the drainage of surface water from the new development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. Proposed connections must be supported by condition survey to confirm the culvert can support a connection. An email of acceptance of proposed flows and connection point will suffice.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Development must be limited to greenfield runoff up to a 1 in 100-year event, including climate change allowance.
- A finalised drainage layout showing all components, outfalls, levels and connectivity. This must also include the correct planning application boundary outline.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- 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.
- Where a public sewer diversion is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice.
- Where a public sewer build-over is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice.
- Where an ordinary watercourse diversion is proposed, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. An email of acceptance will suffice.
- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

- An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).

The Construction Phase shall be carried out in accordance with the agree drainage strategy which shall be implemented prior to the first use of the development.

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

20) (a) Prior to any above ground works associated with the Construction Phase, details of the hard and soft landscaping together with public and private realm works relating to the Construction Phase shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

(i) Details of the proposed hard landscape materials;
(ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
(iii) Details of the proposed tree species and planting within the public and private realm including proposed size, species and planting specification including tree pits and design;
(iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting and green screens and walls to podium areas;
(v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting;
(vi) Details of any external steps and handrails;
(vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
(viii) Details of the siting, scale and appearance of boundary treatments.
(b). The approved details shall then be implemented and be in place prior to the first use of the development hereby approved.

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

The boundary treatment for the Construction Phase shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-

enacting that Order with or without modification) no boundary treatment shall be erected on the Construction Phase, other than that shown on the approved plans.

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

21) Prior to the first use of the Construction Phase, a detailed 30 year landscape environmental management plan (LEMP) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the development and remain in for the duration of the plan.

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

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

The scheme shall include the following:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition X.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- 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.
- Management and maintenance plan for the culverted ordinary watercourses which shall include confirmation of responsible party.
Post-construction culvert condition survey to confirm culvert integrity.

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

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

23) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy approved as part of condition 11. A Completion/Verification Report for the development shall be

submitted to and approved in writing by the City Council as local planning authority prior to the first use 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.

24) The Construction phase of the development shall be carried out in accordance with the Environmental Standards Statement for Planning (including Environmental Standards Statement) by AtkinsRealis (dated November 2024) and received by the City Council, as Local Planning Authority, on the 22 November 2024.

A post construction review certificate/statement for a building within the Construction Phase shall be submitted for approval in writing, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority for that Construction phase.

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

25) The North and South Buildings hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least an 'Excellent' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, within six months of the buildings hereby approved being first occupied.

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

26) (a) Prior to the first use of a building within a Construction Phase, details of any externally mounted ancillary plant, equipment and servicing for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. Externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

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

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

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

27) (a) Prior to the first use of ground floor Class E uses with the South Building, a scheme of acoustic insulation for those spaces within that building within a Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively

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

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

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

28) Prior to the use of the ground floor Class E uses within the South Building, details of a waste management strategy for the storage and disposal of refuse for the Class E uses shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the Class E and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the commercial, elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

29) Prior to the use of the ground floor Class E uses within the South Building, details of a scheme to extract fumes, vapours and odours from the Class E uses in that

building shall be submitted for approval in writing by the City Council, as Local Planning Authority (unless no kitchen extraction or cooking facilities are required). The approved scheme for that building shall then be implemented prior to the first use of each of these spaces in that building and thereafter retained and maintained in situ.

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

30) The north and south Building waste management arrangements (office element only) shall be carried out in accordance with ES volume 4 Appendix 15.2 'Operational Waste received by the City Council, as Local Planning Authority, on the 29 November 2024. These arrangements shall implemented prior to the first use of the office element and remain in place whilst the use is operational.

Reason – To ensure adequate waste arrangements are put in place for the office element pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the use of a building in a Construction Phase, full details of a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first use of that building and shall remain in operation for so long as the development is occupied.

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

32) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

33) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for Construction Phase buildings:

07:30 to 20:00, Monday to Saturday,
no deliveries/waste collections on Sundays/Bank Holidays

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

34) Prior to the first use of any commercial units with the South Building, a schedule of opening hours for that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved hours shall then be implemented and thereafter the uses shall operate in accordance with them.

There shall be no amplified sound or any amplified music at any time within these spaces unless otherwise shown to be acceptable as part of planning condition 26.

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.

35) Prior to the first use of the commercial spaces within the South building, details of any external areas associated with the commercial spaces (including an Operating Schedule) within that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

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

The approved plan shall be implemented upon first use of the commercial uses in that building and thereafter retained.

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

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

36) Each commercial unit shall remain as one unit and shall not be sub divided without the benefit of planning permission being secured.

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

37) The commercial spaces within the South Building of the development shall be occupied as Class E (excluding convenience retail and gymnasium) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) without the benefit of planning permission being secured.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester (2012).

38) The testing of any emergency plant/generators hereby approved shall be restricted to the following hours and to total no more than 30 minutes a week:

· Monday to Friday 09:00 to 18:00
· No testing to be undertaken at the weekend or on a Bank Holiday

Reason – In the interests of amenity pursuant to policy DM1 of the Manchester Core Strategy (2012)

39) The development shall be carried out in accordance with the Crime Impact Statement received by the City Council, as Local Planning Authority, on the 29 November 2024. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of a building in a Construction Phase of the development the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation for that building.

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.

40) Prior to the first use of a building within a Construction Phase, a Travel Plan Framework for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

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

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

41) Prior to the commencement of the Construction Phase, details of the cycle storage for the Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available upon first use of the a building within that Construction Phase and thereafter retained and maintained in situ.

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

42) The development shall make provision for 50 accessible car parking spaces as per the design and access statement received by the City Council, as Local Planning Authority, on the 29 November 2024.

Reason – In the interest of delivering sufficient car parking at the development to appropriate standards pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

43) Prior to the commencement of the Construction Phase, details of the provision of the electric vehicle charging for the car parking for the Construction Phase of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include provision of electric vehicle charging for all 20% of cars associated with the development and that the specification would be fast charging at a minimum of 7kw.

The approved electric vehicle charging proposals shall be implemented prior to the first occupation of that building and retained and maintained in situ for as long as the development remains in use.

Reason - In the interest of minimise the impact on local air quality conditions pursuant to policy EN16 of the Manchester Core Strategy (2012).

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

Where relevant, this shall include the following:

- Details of the delineation of the adopted footway and relationship with the public realm including footway widths and materials and connection points;
- Resurfacing the footway on Great Ancoats Stre with appropriate materials and tactile paving;
- Creation of means of access and layby off Great Ancoats Street including swept path analysis;
- Reconfiguration and redesign of the junction of Laystall Street and Great Ancoats Street including i.e. give way markings, tactile paving, dropped kerbs and signals;
- Bus stop relocation.

The approved scheme and relevant timescales for implementation of each element of works shall be implemented and be in within the agreed timescale.

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

45) The development shall be carried out in accordance with the TV report received by the City Council, as Local Planning Authority, on the 22 November 2024.

Within one month of the practical completion of the Construction Phase of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before that Construction Phase of the development is first occupied (or brought into use) or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

46) Prior to the first occupation of the Construction Phase of the development, details of bird and bat boxes to be provided (including location and specification) in the Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the Construction Phase and thereafter retained and maintained in situ.

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

47) Prior to the first use of a building in a Construction Phase of the development, a building signage strategy for external facades and commercial frontages for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. In accordance with the principles outlined in the Design and Access Statement received by the City Council, as Local Planning Authority, on the 29 November 2024, all commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation as part of each building. The approved strategy shall then be implemented for that building and used to inform any future advertisement applications for the building.

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

48) The development hereby approved shall include for accessible routes within the public realm and communal walkways and via the main entrances and to the floors above.

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

49) Prior to the first use of the South building, details of any roller shutters to the ground floor of the premises in that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of each of the commercial units and thereafter retained and maintained in situ.

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

50) Prior to the first use of a building within the Construction Phase of the development, details of the siting, scale and appearance of the solar panels to the roof of that building (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the building and thereafter retained and maintained in situ.

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

51) Notwithstanding the provisions Class O of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) any Class E office accommodation shall be retained for the purposes of Class E office accommodation within of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class E.

Reason - To safeguard the office accommodation as part of maintaining the supply of suitable and sustainable office accommodation in this part of the City particularly accommodation suitable for small business pursuant to policies SP1 and EC1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

52) Prior to the commencement of the Construction Phase, full details of the existing and proposed levels in that Construction Phase (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with these details.

Reason - In the interest ensure an accurate record of the changes to the site levels at the application site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

53) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

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

54) Prior to the commencement of the Enabling Phase (save for site set up), details of the siting, scale and appearance of boundary treatment to the school shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

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

55) Prior to the commencement of the Construction Phase, details of the siting, scale and appearance of boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

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

56) Prior to the commencement of the Construction Phase, a Habitat 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).

57) Prior to the construction of the canalside concrete boundary wall, details shall be submitted for approval in writing by the City Council, as Local Planning Authority. The details shall include the design, construction and appearance of the boundary wall (including surfacing materials, colour scheme, texture, anti-graffiti finish etc). The details shall also include visualisations of the boundary wall from the canal corridor and measures to mitigate the visual impact on waterway users. The approved details shall be implemented and be in place prior to the first use of the development hereby approved.

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

58) No trees shall be planted within the application site within 5 metres of the Rochdale canal without details of the tree pits/root barrier/containment first having been submitted for approval in writing by the Council. The details shall demonstrate how the tree roots would be contained to prevent them interfering with the canal infrastructure. The approved details shall be carried out in full as part of the development.

Reason: The siting of trees in close proximity to the waterway may have the potential to adversely impact on the integrity of the waterway structure pursuant to policy DM1 of the Manchester Core Strategy (2012).

59) The tree removal at the site shall take place using ‘soft’ felling techniques.

Reason – In the interest of minimising disruption to bats pursuant to policy EN15 of the Manchester Core Strategy (2012).

60) Prior to any above ground works associated with the Construction Phase, details of how the landscaping between the adjacent ownership boundaries shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include timescales for completing the landscaping for both ownership boundaries including any temporary arrangements and finishes should that be necessary. The approved details shall be implemented as part of the development.

Reason - to ensure there are satisfactory arrangements in place between the adjacent ownership boundaries to complete a compressive landscaping scheme including any short term temporary arrangements pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

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

4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

5) The applicant is advised that the application site is located within close proximity to land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b route. As such, the applicant is advised to monitor future Government announcements on this subject."

6) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:
Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council

7) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

8) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this

process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

9) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

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: 141607/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:

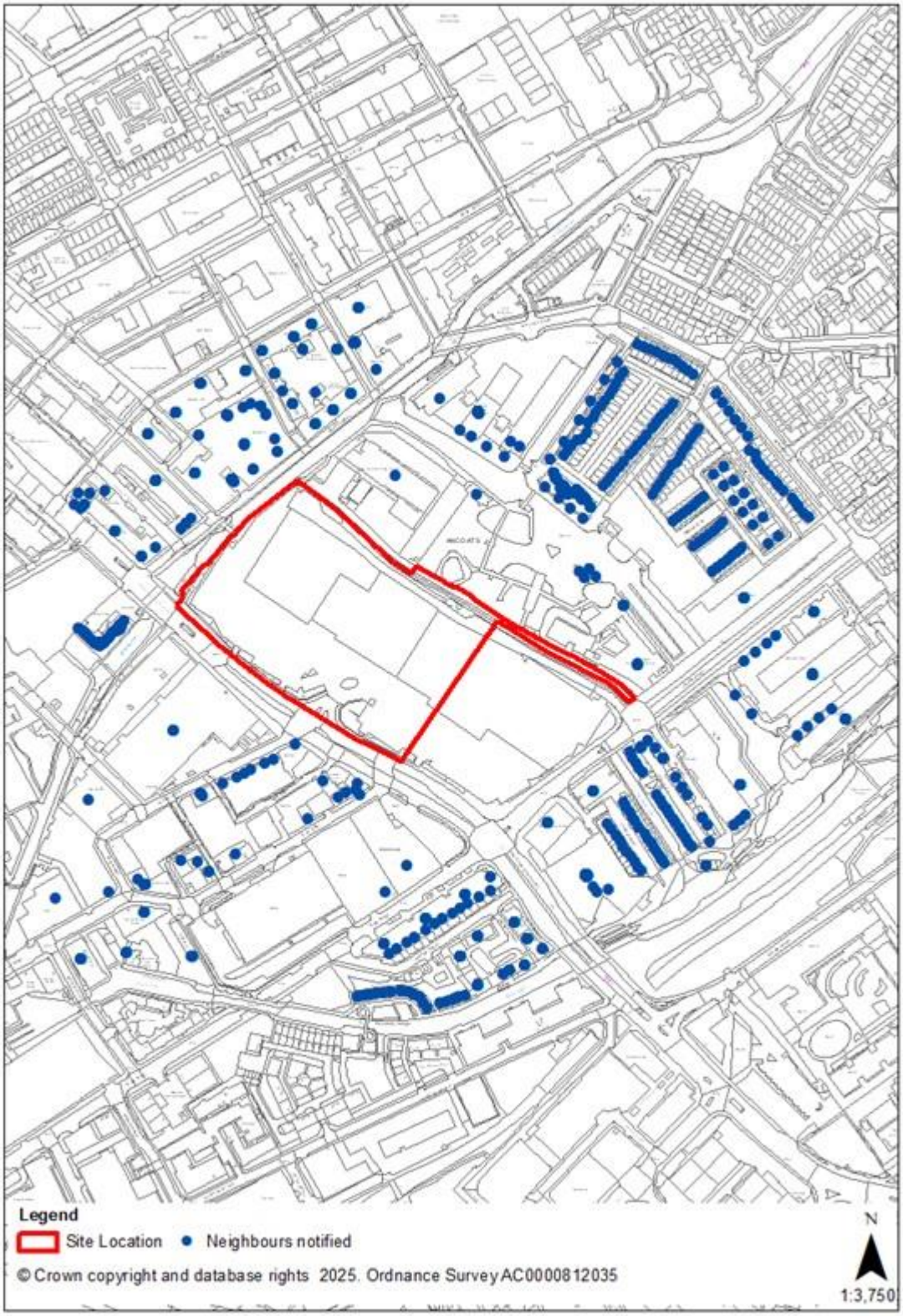
Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Canal & River Trust
Manchester Airport Safeguarding Officer
National Amenity Societies
Greater Manchester Ecology Unit
Planning Casework Unit
Environmental Health
MCC Flood Risk Management
Neighbourhood Team Leader (Arboriculture)
Active Travel England
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
High Speed Two (HS2) Limited

Manchester Airport Safeguarding Officer
National Amenity Societies
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 : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : jennifer.atkinson@manchester.gov.uk


Legend
Site Location
Neighbours notified
© Crown copyright and database rights 2025. Ordnance Survey AC0000812035
N
1:3,750