

Application Number	Date of Appln	Committee Date	Ward
137226/FO/2023	26th Jun 2023	29 August 2024	Deansgate Ward

Proposal Full planning permission for the demolition of existing structures and the phased construction of four residential buildings (two at 47 storeys and two at 51 storeys) to provide 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment (Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.

Location Part Of Plot C And Plot E, Great Jackson Street, Manchester, M15 4NP

Applicant Renaker Build Ltd

Agent Mr John Cooper, Deloitte LLP

Executive Summary

The proposal is for 1,746 homes in four towers with ground floor commercial uses (1,262.9 sq. m GEA). There would be public and private amenity space, 483 parking spaces and 1,746 internal cycle spaces.

There have been 56 representations - 3 in support and 53 objections.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies and the scheme would provide much needed housing in a highly sustainable location.

Viability & Affordable Housing: It is not viable for the proposal to support on-site affordable housing or an initial commuted sum for off-site affordable housing but a future review mechanism for this should be secured via a S106 agreement.

Height, Scale, Massing and Design: The proposed heights, scale and massing would be in keeping with the scale of development in Great Jackson Street. The buildings would make a positive contribution to the street scene.

Residential Amenity: The development would have an adverse impact on the amenity of existing residents particularly in terms of loss daylight and sunlight. However, for the reasons set out below and applying para 129 c of the NPPF, the impacts are considered to be acceptable in a City Centre.

Wind: A desktop wind study concludes that, with mitigation measures, wind conditions in and around the site would be suitable and safe for pedestrians and the intended uses.

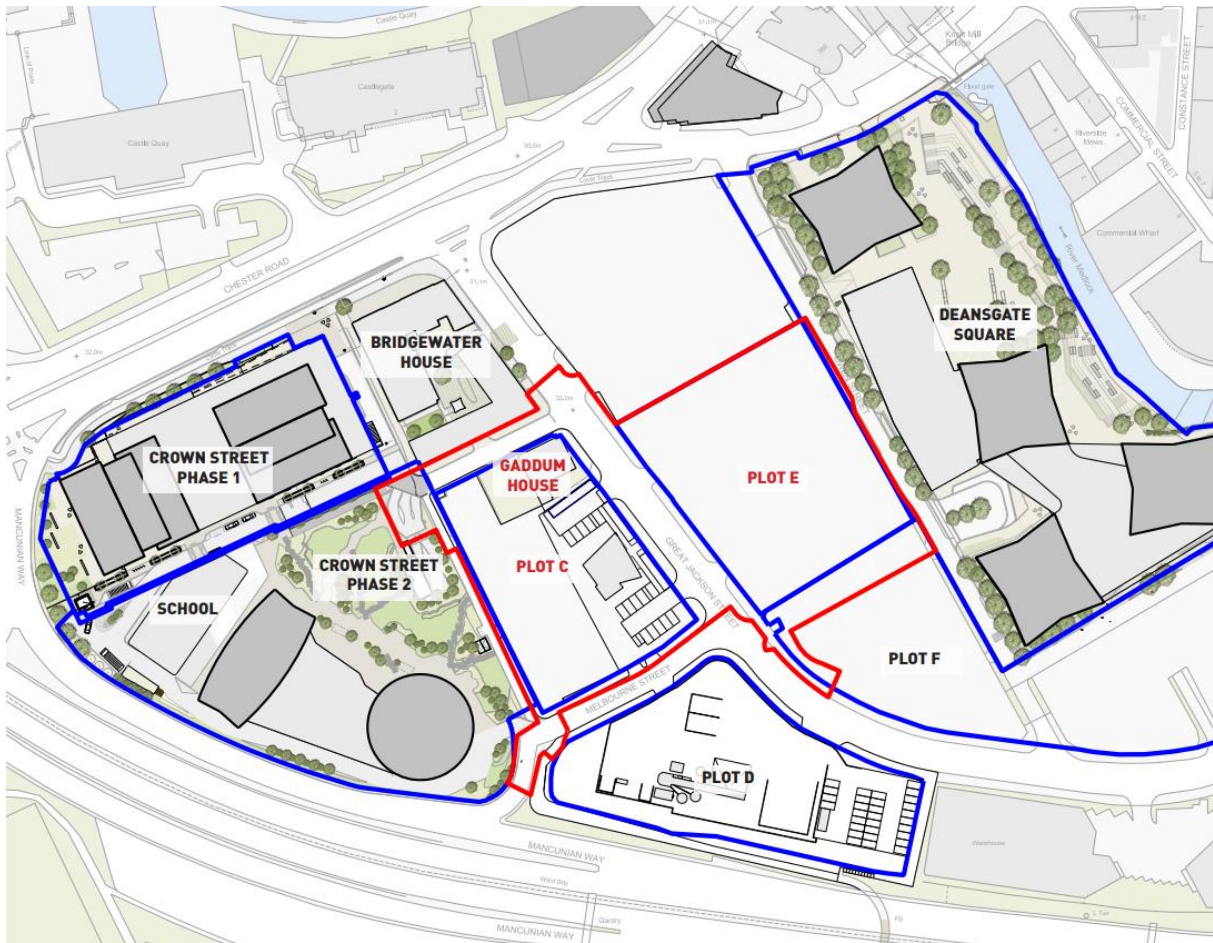
Climate change & Sustainability: This would be a low carbon building in a highly sustainable location and includes measures to mitigate against climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

This 1.29 ha site is bounded by Silvercroft Street, a surface level car park, Melbourne Street, Crown Street Phase 2 public park and Owen Street. It is divided by Great Jackson Street. The south western part of the site (Plot C) is occupied by a 2 storey temporary marketing suite and the 3 storey Gaddum House. The north eastern part of the site (Plot E) is occupied by Padel courts operating under a temporary permission. The site is in the Great Jackson Street Development Framework most recently endorsed in 2018 and referenced interchangeably as the 'masterplan', in this report.

A considerable amount of development has been constructed nearby including 4 towers at Deansgate Square (37 to 64 storeys); Crown Street Phase 1 (21 and 52 storeys); the Blade and Three60 at Crown Street Phase 2, a school and a park. Work has commenced on two residential towers at Plot F to the east. Despite this, the area still includes cleared land, light industrial uses and the Gaddum Centre (which is being used as temporary construction accommodation following relocation of the Gaddum charity). Castlefield Conservation Area is c.250m to the north west and there are listed buildings nearby, including: the former Bridgewater Canal Company offices (Grade II); the Floodgate at Knott Mill Bridge; the Boundary Stone on Knott Mill Bridge; the Roman Catholic Church of St Wilfrid, George Street, Hulme; and the School House, Jackson Crescent, Hulme.



The Proposal

The proposal is for 4 residential towers with a two-storey podium and public realm. The towers and podiums would form a rectangle around two landscaped areas bisected by Great Jackson Street, providing 2,646m² of public space. The section of Great Jackson Street between the landscaped areas would be raised to provide a level route between them. The scheme would be delivered in 4 phases.

Plot E2 (Phase 1) – 47 storeys, 451 homes, commercial retail space, residential amenity space (including a private garden, private dining space, co-working space, residents' lounge and residents' gym), a three-storey basement with 121 parking spaces (5% accessible) and 451 cycle spaces.

Plot E1 (Phase 2) – 47 storeys, 451 homes, commercial retail space, residential amenity space (including a private garden, private dining space, co-working space, residents' lounge and residents' gym), a three-storey basement with 150 parking spaces (5% accessible) and 451 cycle spaces.

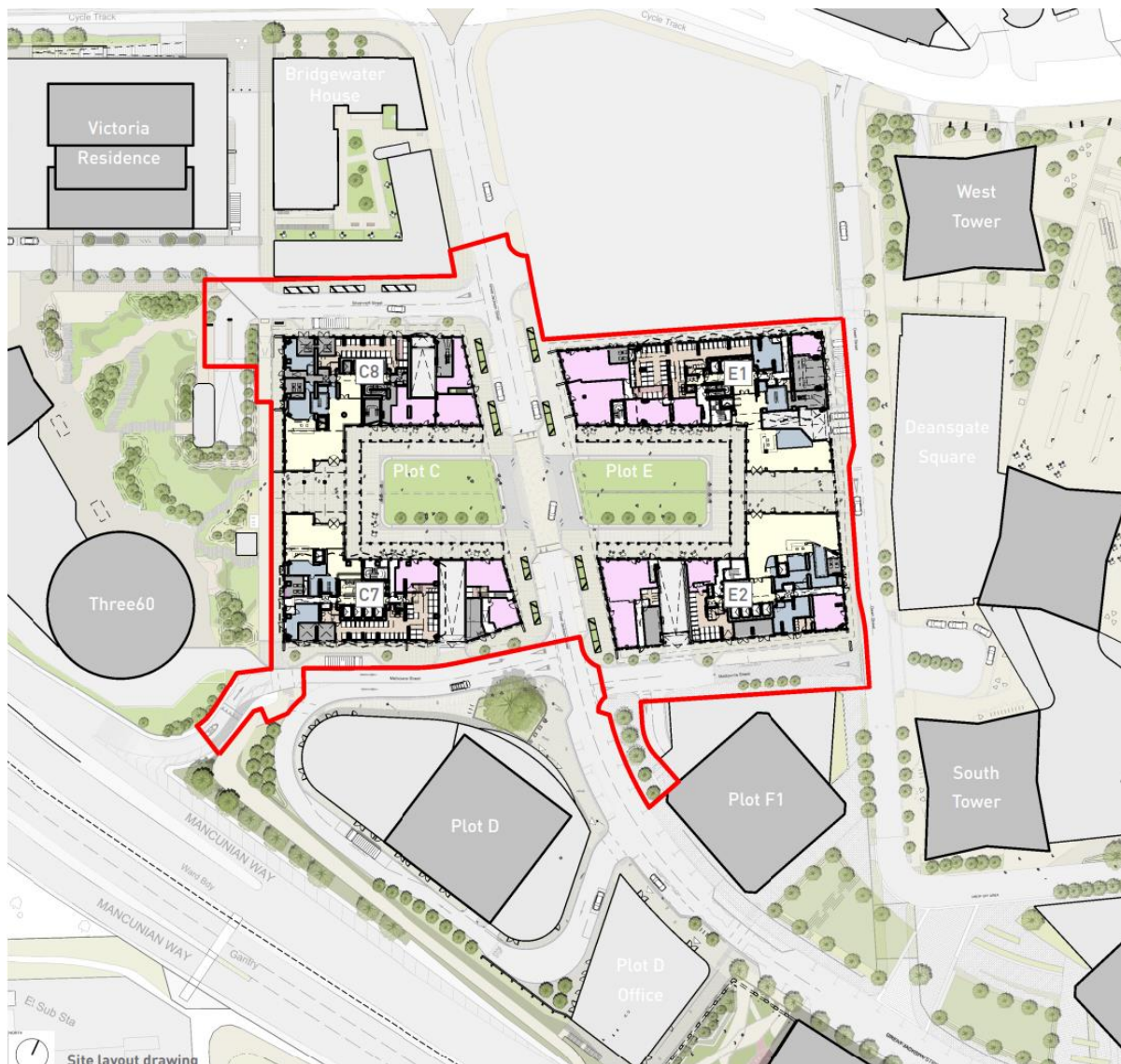
Plot C8 (Phase 3) – 51 storeys, 422 homes, commercial retail space, residential amenity space (including a private garden, private dining space, co-working space, residents' lounge and residents' gym), a three-storey basement with 105 parking spaces (5% accessible) and 422 cycle spaces.

Plot C7 (Phase 4) – 51 storeys, 422 homes, commercial retail space, residential amenity space (including a private garden, private dining space, co-working space,

residents' lounge and residents' gym), a three-storey basement with 107 parking spaces (5% accessible spaces) and 422 cycle spaces.

- There would be 1,746 homes with: 108 (6%) studios, 458 (26%) one bed, 1,094 (63%) two bed and 86 (5%) three bedroom homes;
- 178 (10%) homes would be wheelchair adaptable;
- 483 parking spaces in three basements, with a minimum of 5% being suitable for use by disabled people;
- Up to 20% of parking spaces would have electric vehicle charging points (EVCs);
- 100% cycle parking provision in the basement;

14 commercial units with a combined floorspace of 1,262.9 sq. m GEA would face the square and Deansgate Square. Each building would have a double height concierge accessed from the public square, with residential lounge facilities and amenity. Servicing and car park access would be from Melbourne Street, Owen Street and Silvercroft Street. Each tower would have an off street loading bay close to the moving in / refuse store.





The first floor residential amenity space would include a gym and studios, flexible workspace and meeting rooms. Residential amenity at the second floor includes terraces, lounges and private dining areas. Buildings E1 and E2 would also have homes at this level. The uppermost levels of each tower would have a mixture of two bed homes and three bed penthouses.

Bin stores would be either at the ground floor or split between the ground and basement, close to loading bays. Commercial units would have a self-contained refuse store. Others would have a shared store or one linked directly to the residential refuse store with a management procedure requiring bins to be brought out for collection through the residential store on collection day. Some of the smaller units, or those where a link to the residential store is not possible, would take refuse to a central store.

Residents would have bins for general waste; pulpable waste; and co-mingled recyclables in their homes and would take it to a tri-separator chute on each floor. Food waste would be bagged and taken to a ground floor bin store. Each tower would have the following bins:

Building C7: 22 no. 1,100L General Waste bins; - 1 no. 1,100L Organic Waste bins; - 10 no. 1,100L Paper / Card Waste bins; and 10 no. 1,100L Plastic / Metal / Glass bins.

Building C8: 22 no. 1,100L General Waste bins; 1 no. 1,100L Organic Waste bins; 10 no. 1,100L Paper / Card Waste bins; and 10 no. 1,100L Plastic / Metal / Glass bins.

Building E1: 24 no. 1,100L General Waste bins; 1 no. 1,100L Organic Waste bins; 11 no. 1,100L Paper / Card Waste bins; and 11 no. 1,100L Plastic / Metal / Glass bins.

Building E2: 24 no. 1,100L General Waste bins; 1 no. 1,100L Organic Waste bins; 11 no. 1,100L Paper/Card Waste bins; and 11 no. 1,100L Plastic / Metal / Glass bins.

The on-site building management team would ensure bins being brought out immediately prior to collection and returned immediately after. Waste would be collected weekly.

The towers would have a 'sawtooth' plan form with a unitised façade with glazing, perforated solid and perforated vent panels. The material on Towers C7 and C8 would be 'champagne' tone perforated aluminium. Towers E1 and E2 would have anodised silver toned perforated aluminium. The podium would have white precast 8m concrete columns set 2 metres apart. A double height colonnade would define the edge of the public space. A cutback at level two would separate the towers from the podium.

The planning submission

This planning application has been supported by the following information:

- Environmental Statement: Addendum;
- Environmental Statement: Non-Technical Summary Addendum;
- S106 Heads of Terms;
- Cover Letter;
- Cover Letter Addendum;
- Planning & Tall Building Statement;
- Planning & Tall Building Statement Addendum;
- Heritage Statement;
- Heritage Statement Addendum;
- Statement of Consultation;
- Design and Access Statement;
- Design and Access Statement Addendum;
- Townscape and Visual Impact Assessment;
- Noise and Vibration Assessment;
- Transport Assessment;
- Framework Travel Plan;
- Transport Note;
- Fire Statement;
- Geo-environmental Preliminary Risk Assessment;
- Flood Risk Assessment & Drainage Strategy;
- Archaeological Assessment;
- Air Quality Assessment;
- Crime Impact Statement;
- Wind and Microclimate Assessment;
- Daylight and Sunlight Assessment;
- Ecological Survey & Assessment (including Bat Survey);
- Assessment of Biodiversity Net Gain;
- Biodiversity Net Gain Metric;
- Arboricultural Impact Assessment & Method Statement;
- Green and Blue Infrastructure Statement;
- Environmental Standards Statement;
- Financial Viability Assessment;

- Lighting Strategy;
- Ventilation Statement;
- Management Strategy;
- Construction Environmental Management Plan;
- Broadband Connectivity Assessment;
- Television Desk-Based Report;
- Technical Aerodrome Safeguarding Assessment;
- Local Labour Agreement;
- Landscape Management Report; and
- Landscape Design Statement.



Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified of the original

proposal and subsequent addendum consultation material. Further consultation has been undertaken with regard to the independent review of the financial viability appraisal.. 56 representations have been received (3 in support and 53 objections) with the following comments:

Support – The towers are an integral part of the development of the area and no other city outside London is building a neighbourhood like this. Attracting people to Manchester is a good thing, increasing footfall, council tax and talent. It would replace an eyesore and provide much needed high density housing with food and drink/leisure uses. The cycle parking, ground floor space and park are welcomed.

Increase in Traffic – Road infrastructure is inadequate. Building E1 would have a car park entrance on Owen Street, which is narrow and gets overcrowded in its current state. The road has not been controlled by the barriers mentioned in the Framework Travel Plan for at least 3 years and have now been removed as the concierge could not effectively manage the flow of vehicles and queues would form behind the barriers, blocking the car park entrance. The traffic regulation orders (TROs) are regularly ignored and numerous vehicles therefore park on this stretch and swerve into the pedestrian areas (which are also used for outdoor seating by restaurants). The additional traffic will exacerbate these problems. It is difficult to see how Curtins have estimated the numbers of vehicles envisaged as the existing towers have large numbers of wealthy students and young professionals who travel by taxi resulting in queues of taxis at the turning circle during term time. Likewise, food delivery vehicles have nowhere to stop during peak times. Furthermore, the Curtins transport assessment seems to be based on towers C7 and C8 being smaller than towers E1 and E2, which is not the case, so impacts are likely to be greater than predicted.

Parking – Too many unnecessary car parking spaces, particularly in the context of the Climate Emergency. The 3 entrances to the car park create an ugly frontage.

Departure from the Masterplan – The Masterplan shows that there should be a variety of building heights, most below 30 floors, indicating higher buildings on the periphery and lower central buildings to allow more light into the core of the site and to visually tie in with the lower lying Castlefield Basin. Residents in Deansgate Square bought their flats on the basis of a lower level scheme. Those residents will now lose more light. The original framework should be honoured as it gave more room for communal greenspaces and light between buildings. The proposal goes against all three of the key pillars in the masterplan (namely maximising separation distances; increasing the number and variety of public spaces; and enhancing daylight and sunlight).

High Density/Over Development – High density stacked apartments result in lots of dead space between buildings which will create windy areas and feel hostile to pedestrians. The buildings are too close together. It will lead to overcrowding with minimal green space.

The Green - The Green is welcome but sterile and boring. There should be more biodiversity, with more tree species, urban wilding and a kid's play park (Elephant Park (London), Mayfield and Victoria Riverside are good examples). Residents need a local park/green area (Plot B would be ideal).

Active Frontages - The active frontage around The Green is welcomed but could create a fortress-like development as all the active frontages face inwards, leaving the perimeter of the development with blank frontages, car park entrances, bin stores and substations. The active frontages should be rebalanced on all sides and bin stores/car park entrances should be consolidated.

Rights of Way - The proposed walk through the Green from The Blade/360 to Deansgate Square should remain a Public Right of Way (Renaker have precedent at closing off public rights of way).

Lack of Residential Variety - The residential units are identical, no balconies, variation in layouts, townhouses, mews houses or duplexes. This creates a homogenous residential district and the same product risks flooding the market. MCC should encourage more balconies. Providing apartments above the podium around the Green would have been unique and popular and provided diversity.

Appearance - Four identical towers create a bland, dystopian-looking skyline. They will not compliment existing development. The existing impressive elegant crystal towers will be lost from view entirely, replaced by 4 slab-like buildings. Their size and scale collectively is larger than anything that has been built in Manchester, amongst a cluster of architecturally stunning buildings. The new skyscrapers are ruining the essence and culture of the Hulme neighbourhood and park with the gloomy concrete blocks towering over it.

Impact on Historic Environment – The development would have an adverse effect on the setting of the listed School House.

Height – The buildings should be kept to under 20 storeys.

Increase in Pollution – Extra traffic, including idling delivery and taxi vehicles, will cause an increase in pollution.

Noise and Disturbance – Further noise and disruption from construction activities is unacceptable. The increase in food delivery and taxi traffic late into the night will create further noise and disturbance.

Lack of infrastructure - No provision for increasing local services, schools, to meet the increased population. The new primary school and GP surgery will be over-saturated.

Loss of Light - Natural light would be lost from every aspect of the neighbourhood. The Deansgate Square rooftop terrace gets lots of sunshine and light during summer and is used by hundreds of residents. It would lose all sunlight with this revised scheme. This will further erode the ability of residents to belong to a community as fewer people will use the space. This space is safe for use by children, with the only other child friendly space being the Crown Street playground, which will also be without direct sunlight due to the proposal, as will the rest of Crown Street park. The outdoor amenity spaces are already very windy and rely on the warmth of the

sunlight, which this proposal would remove. The biodiversity of the green spaces will be affected by the loss of natural light.

Crown Street School will be adversely affected and a low baseline should not be used as a reason to make the situation worse. The GIA report states that occupants will not be aware of any reduction in daylight as the school is not yet constructed – this is not true as the school is constructed and will be occupied in September. The GIA report states that existing residents have been aware of the proposed developments for several years. This is untrue as Renaker have advertised properties in Deansgate Square with much smaller buildings shown on the proposal site. The GIA report comments on the daylight situation as an average, but it is clear that most of the west facing elevation of tower North Tower would be left with low level lighting and similar results would be experienced by the west side of East Tower. The situation is worse when combined with the 71 storey Plot D proposal (considered under 137227). The GIA report seems to be incomplete as it focuses on only one side of key buildings (eg South Tower) when three sides of those buildings would be affected. The report is biased as it fails to show before and after for buildings heavily impacted by the loss of sunlight (eg West side of Deansgate Square North), but shows before and after for apartment blocks completely unaffected by the towers (eg City South).

Loss of light would lead to increase in CO2 emissions through increased need for artificial lighting and heating.

The application is in direct contradiction with the Greater Jackson Development Framework, which looks at “maximising separation distances between buildings” and “enhancing sunlight and daylight penetration into the site”.

The EIA for daylight does not take the Deansgate Square roof terrace into account.

Impact on Mental Health – access to green spaces is important for mental health. The green spaces would be windy and lacking in daylight/sunlight.

Loss of Privacy/Security – All existing and approved neighbouring buildings will suffer from reduced privacy. Towers E1 and E2 would have a straight design on the short side, offering direct views into apartments in the Deansgate Square North Tower and its private Roof Garden.

Loss of View.

Lack of Affordable/Social Housing – There is a lack of social housing in the whole area and this plan further reduces the opportunities. Rents in properties in Hulme opposite the site have gone up by 30 per cent, which is directly attributable to the influx of luxury developments. Likewise, council tax rates will go up. These increases will push long term residents out of their homes.

Wind - The committee should visit Deansgate Square to view evidence of the wind issues. There are bent, snapped and uprooted trees and damaged wind calming measures all around the development. Deansgate Square have closed the central square on a number of occasions for safety reasons due to high winds. There have been a number of occasions where the buildings have been damaged by winds, with the roof terrace roof being ripped off twice and the concierge roof blowing off causing falling debris on to residents. The wind conditions are not in line with the projections made in advance of building the existing towers and this can only be worsened by

adding further mass and height to the development at such close proximity. Further mass is likely to cause a canyoning effect. A scheme in Leeds has recently been refused permission on these grounds and is being scaled back in size as a consequence. The increased wind speeds caused by adding to the development could render the area virtually unliveable for large parts of the year and cause damage to the existing businesses and access to Deansgate Square from damage and/or impact on footfall.

The EIA does not appear to assess the impact of wind on the Deansgate Square roof terrace.

The committee should seek independent advice on wind.

Structural Safety – Is it wise to build so many towers at the same location, given their combined weight? Studies should have been carried out with regard to earthquakes in the region of Manchester. About fifteen years ago, the region was subject to a 4.8 magnitude earthquake, which is not negligible. Have centennial and millennial simulations been carried out to be on the safe side, including the cumulative impact of all the towers that will be built?

Crime and Anti-Social Behaviour – The proportion of owner-occupiers is very low and circa 80% of occupiers are foreign students, resulting in a transient and seasonal population. The environment is becoming less conducive to families, reflected in the fact that the Crown Street school has had to widen its catchment area despite it being a very small school. Due to the type of occupancy of the area, petty crime and anti-social behaviour has increased and will be exacerbated (drug taking, phone thefts, cars being broken into, broken glass, vomit, urine and dog fouling in shared spaces etc). It contradicts the Greater Manchester Strategy which mentions people as its biggest asset and the need to build on the strength of families and communities, as well as the Great Jackson Development Framework, which looks for a diverse population and a vibrant, safe, secure and sustainable community.

Viability – The viability assessment (VA) attributes £6,985,846 to S106 contributions under the title of Public Realm Works. However, £3,584,075 of this is for External Services (connections to statutory services eg water, electricity etc), which are standard development costs, so to suggest the applicant is incurring additional costs as a contribution to Public Realm is misleading.

The application is in conflict with Policy EN2 (Tall Buildings) as the applicant would be accepting a return that is approximately 50% of what they would require to reflect the commercial risk of delivering the scheme. As the development would require a funding partner, in order to comply with EN2, the applicant would need to provide some form of guarantee from their funding partner that funding would be available for a scheme that is clearly unviable.

Loss of Padel Courts.

Urban Heat Island – The high densities created will result in a “wall effect” which can generate an urban heat island of up to 12°C, as has happened in Hong Kong.

Inaccuracies in Reports – The Curtins transport assessment seems to be based on towers C7 and C8 being smaller than towers E1 and E2, which is not the case, so impacts are likely to be greater than predicted. The report therefore appears to be

based on incorrect, out of date or inaccurate data and should therefore not be trusted for decision making.

Councillor Marcus Johns objects to the proposal due to the absence of on-site affordable housing. He expects that, in an SRF area where a wide range of socio-economic services have been provided through Section 106 and other contributions, that affordable housing would now be a focus, particularly in a development area with high sales values and strong commercial performance. The proposed green space needs to be considered carefully, including wind mitigation, to ensure it is well designed.

Consultees

Environmental Health - Recommends conditions regarding contaminated land, fumes, demolition and construction management plans, hours, lighting, acoustics, waste and air quality.

MCC Flood Risk Management - Recommends conditions requiring SUDS.

Transport for Greater Manchester (TfGM) – Requests further information on highway safety and accessibility in terms of walking and cycling infrastructure to encourage active travel measures; and a review of Traffic Regulation Orders.

Highway Services – Requires a S278 agreement for off-site highway works; Stage 1 and Stage 2 road safety audits; a Travel Plan; Electric Vehicle Charging points (EVCs); boundary treatments to be visually permeable from 600mm upwards to allow visibility of child pedestrians; servicing strategy; management strategies for takeaway deliveries, food/parcel deliveries and waste management; a dilapidation survey; and a Construction Management Plan.

Active Travel England (ATE) - ATE requires justification of shared cycle and pedestrian footways including a Stage 1 Road Safety Audit, which should be dealt with at this stage rather than as part of a condition; recommends one cycle space per bedroom; and the Travel Plan should be in place for 5 years and take into account national targets.

Sustainable Travel - Detailed comments are provided regarding the Framework Travel Plan and a Travel Plan condition is recommended.

Neighbourhood Services (Arboriculture) – No objections.

Work and Skills Team – Recommends a Local Labour condition.

Greater Manchester Ecology Unit - Recommends a bat survey. The Biodiversity Net Gain (BNG) assessment recommends including scrub in the landscaping, which has not been done. However, the application was submitted prior to BNG being mandatory so this is not a reason for refusal. The scheme results in a net loss of hedgerow units, so it should provide 70m of native hedgerow managed to a 'poor' condition or offsite provision be made.

Greater Manchester Police – Recommends a Secured by Design condition.

Environment Agency - Recommends conditions relating to contaminated land, surface water drainage, piling, and verification of works.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to the 18th and 19th centuries and possible Roman activity that would be of regional or local significance. GMAAS therefore recommends a condition requiring a programme of archaeological works.

Historic England (North West) – Does not wish to comment and suggests the local planning authority seeks the views of its specialist conservation and archaeological advisers as relevant.

Manchester Airport Safeguarding Officer – The proposal may have a technical impact on the Manchester M10 Radar at Manchester Airport, which should be mitigated through standard aviation conditions. Recommend a condition requiring a revised aeronautical assessment due to concerns about the height of the proposal and potential infringement of the Airport's Instrument Flight Procedure Surfaces (IFP).

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

Natural England - No objection.

United Utilities Water PLC - Recommends a condition regarding drainage.

GMFRS - The proposal is acceptable.

HSE – HSE is content with the fire safety design to the extent it affects land use planning considerations.

Sport England - Objects as the proposal does not adequately address the demand for sporting provision that the proposal would generate and therefore fails to meet Section 8 of the NPPF.

Policy

Core Strategy

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

EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste), PA1(Developer Contributions), DM1 (Development Management) and DM2 (Aerodrome Safeguarding).

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

SO1. Spatial Principles – The development of this highly accessible site would support sustainable growth and help to halt climate change. It would use previously developed land and improve access to jobs, services and education, close to all sustainable forms of transport and reduce the need to travel. It would be adaptable and resilient to climate change and help to reduce carbon emissions through the lifecycle of the development.

SO2. Economy – The scheme would provide jobs during construction in a highly accessible location and the homes would be near to jobs and support economic growth, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities. 923 FTE jobs would be created during the build and total net direct employment is estimated at approximately 133 FTE's at this site and 137227/FO/2023

SO3 Housing – These 1746 homes in a highly accessible location would meet demand for housing near to jobs. It would address demographic needs and support economic growth, which requires housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5. Transport – The development would reduce the need to travel by private car due to accessibility to jobs, services, education and other facilities and accessibility to public transport.

SO6. Environment – The proposal would be adaptable to climate change in terms of design, layout, siting and function of the buildings and open space. The energy strategy has an holistic approach to improving the performance of the proposal by applying a fabric led strategy, with improvements in the efficiency of the mechanical and electrical systems and through the introduction of renewable technologies.

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

Policy CC3 Housing – New homes are required in the City Centre The development would be located in an area identified for residential development and would contribute to meeting the City Centre Core Strategy housing targets.

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

Policy CC6 City Centre High Density Development – This would be a high density development and would use the site efficiently.

Policy CC7 Mixed Use Development – This residential scheme would include other uses, which would create activity and increase footfall. The commercial units would provide services for workers, visitors and residents.

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

Policy CC9 Design and Heritage – The design would be appropriate to the sites context. It would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings, categorised as negligible adverse. This is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The homes would be a mix of one, two and three bedrooms and would appeal to single professionals, young families, older singles and couples. The building and site would be accessible.

Policy H1 Overall Housing Provision - The development would provide high density City Centre homes, consistent with regeneration objectives, and help to create a mixed-use community.

Policy H8 Affordable Housing – All residential developments of 0.3 hectares and above, or where 15 or more units are proposed, should contribute to the City-wide target for 20% of new housing to be affordable. There are exemptions, including where either a financial viability assessment demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate. A viability appraisal has been submitted regarding affordable housing which is discussed in more detail below.

Policy T1 Sustainable Transport – The development would encourage a modal shift to more sustainable alternatives by providing homes in a highly sustainable location close to jobs services and other facilities, close to all modes of public transport. It would improve pedestrian routes and the pedestrian environment.

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 proposal involves good quality design and would enhance the character of the area and the image of the City. The design responds positively at street level and would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The design would be appropriately located, contribute positively to sustainability and place making and bring significant regeneration benefits. It is necessary for the applicant to demonstrate that proposals for tall buildings are viable and deliverable. A tall buildings assessment and viability are discussed in detail below. The applicant has a track record of delivering large scale residential developments in tall buildings in this area and has played a key role in the areas regeneration having completed or is currently delivering around 4000 homes.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The proposal would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings. It would result in some instances of less than substantial harm in NPPF terms, at the lower end of the scale, which would be outweighed by the public benefits of the proposal. This is discussed in more detail later in the report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would use building materials with low embodied carbon and would be designed to improve energy efficiency.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The proposal is accompanied by an energy statement and addendum and would contribute to CO2 mitigation.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the design of the building could be adapted in relation to climate change.

Policy EN9 Green Infrastructure – The public realm and tree planting would add to the network of green spaces and would contribute to adaptation to climate change.

Policy EN11 Quantity of Open Space, Sport and Recreation – The proposal would provide open space for the increased population. Connectivity between spaces would be improved and create better links for disabled people, pedestrians and cyclists, and enhance biodiversity.

Policy EN14 Flood Risk – Details of the Flood Risk Assessment is discussed in more detail below.

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

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

Policy EN 17 Water Quality – There would be no adverse impact on water quality.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation has identified possible risks arising from ground contamination and further investigations are required to assess and mitigate those risks/. This should be secured by condition.

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

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

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

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

These issues are considered in detail in the report and the development is considered to be in accordance with this policy.

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The proposal would have an impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail later in the report. It would result in some instances of less than substantial harm in NPPF terms, at the lower end of the scale, which would be outweighed by the public benefits of the proposal.

DC19.1 Listed Buildings – The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The proposal would have an impact on the settings of a number of nearby listed buildings and this is discussed in more

detail later in the report. It would result in some instances of less than substantial harm in NPPF terms, at the lower end of the scale, which would be outweighed by the public benefits of the proposal.

Policy DC20 Archaeology – The site has some archaeological interest which would be recorded through a scheme of investigation.

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

Places for Everyone Plan (PfE)

The PfE is a Joint Development Plan Document, providing a strategic plan and policies for nine of the 10 boroughs which make up Greater Manchester. The PfE is now adopted planning policy, forming part of Manchester's development plan, and its relevant policies must therefore be given significant weight in the planning balance. The site falls within the City Centre which is part of the Core Growth Area. The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 1,746 homes.

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

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational as set out in the report. 923 FTE jobs would be created during the build and total net direct employment is estimated at approximately 133 FTE's at this site and 137226/FO/2023

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development in a strategic location, redeveloping a largely vacant, poor quality site to create a high quality development with enhanced street level activity and legibility.

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

Objective 6: Promote the sustainable movement of people, goods and information – The proposal is in a highly sustainable location within walking distance of Oxford Road and Deansgate stations, Metrolink stops and bus stops. The site would be improved to support and enhance pedestrian and cycle movements.

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

improve on-site biodiversity through the provision of high quality green infrastructure including a public square and tree planting.

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

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby including a city centre park, a primary school, a medical centre, a dentist and childrens day care, as well as those that would be provided by the proposal.

Objective 10: Promote the health and wellbeing of communities – The proposal would provide open space for the increased population. Connectivity between spaces would be improved and would create better links for disabled people, pedestrians and cyclists.

Policy JP-Strat1: Core Growth Area - The development would support economic growth. The 1,746 homes would support employment and economic growth. 923 FTE jobs would be created during the build and total net direct employment is estimated at approximately 133 FTE's at this site and 137226/FO/2023

Policy JP- Strat2: City Centre – The development would expand the residential role of the City Centre and would provide high quality public realm, green infrastructure and improvements to walking and cycling facilities.

Policy JP-S1: Sustainable Development - This would be a high density scheme in a highly sustainable location using brownfield land and with improvements to green infrastructure and biodiversity.

Policy JP-S2: Carbon and Energy – The proposal would exceed the requirements under Part L 2022 and would incorporate adequate electric vehicle charging points (EVCs).

Policy JP-S4: Flood Risk and the Water Environment – The development would have a managed and maintained sustainable drainage system that would minimise surface water run-off.

Policy JP-S5: Clean Air – The proposal would be highly accessible by all forms of public transport and would reduce reliance on cars, minimising emissions. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S6: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-H1: Scale, Distribution and Phasing of New Housing Development – The construction of 1,746 homes would make a significant contribution towards building the annual average for Manchester of 3,533 homes.

Policy JP-H2: Affordability of New Housing – The proposal would significantly increase the supply of new housing reducing the potential for a shortfall to lead to large house prices and rent increases. A viability appraisal has been submitted regarding affordable housing, which has been independently assessed, is discussed in more detail below.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include a mix of 1, 2 and 3 bed apartments and studios together with residents' amenity areas.

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

Policy JP-G6: Urban Green Space - The public realm and tree planting would add to the network of green spaces.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity – There would be tree planting and bird and bat boxes which would increase biodiversity.

PolicyJP-P1 Sustainable Places – The proposal would develop a vacant well connected site. External amenity space and community space would support the community. The development would promote recycling and would be legible and accessible.

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

Policy JP-C1: An Integrated Network – This is a highly sustainable location. The new park at Great Jackson St and Hulme Park are nearby, the site is close to the Deansgate interchange and there are jobs and recreational facilities in the City Centre.

Policy JP-C2: Digital Connectivity – The application is supported by a Broadband Connectivity Assessment that shows that the development can be supported by full Fibre to the Premises connections.

Policy JP-C5: Streets for All – The upgrade of the footways and creation of public realm would support an integrated network of streets and improve permeability and accessibility to and from the city centre.

Policy JP-C8: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area. It is supported by a Transport Assessment and Travel Plan.

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

This Supplementary Planning Document supplements guidance within the Core Strategy with advice on development principles including on design, accessibility,

design for health and promotion of a safer environment. The proposals comply with these principles where relevant. The proposal would be attractive and welcoming. It would respond to the character of the surrounding area and context and has been informed by a comprehensive townscape and massing analysis. It would provide variety in the streetscape and act as a landmark entry point to the city centre.

Strategic Plan for Manchester City Centre 2015-2018

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

The site is in Great Jackson Street and is being transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The key priorities for this area are:

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

The proposal would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

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

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

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

with the overarching programmes being promoted by the City Region via the GM Strategy.

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

Manchester Housing Strategy 2022-2032

This seeks to deliver 36,000 new homes by 2032, including 10,000 affordable homes and supports high density housing in the conurbation core. Residents require access to good quality homes across different types, tenures, and price ranges. The proposal would contribute to achieving the above targets and growth priorities.

Residential Growth Strategy (2017) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet demand from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposal would contribute to achieving the above targets and growth priorities.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal includes a comprehensive landscape scheme with tree planting. It would create pedestrian linkages through from Hulme and Crown Street Phases 1 and 2 to the public realm area and riverside walkway at Deansgate Square, improving access to the River Medlock.

Great Jackson Street Development Framework

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee to take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. The Framework was updated in 2015 and again in January 2018, following public consultation. The evolution of the 2018 Framework related to the form of development with the aim of

improving the quality of the residential environment and public spaces. The key areas of change from the 2015 Framework relate to:

- reinforcing previously identified opportunities for height;
- greater separation between buildings; and,
- increased quantum and variety of public space.

The Framework is a material consideration in the determination of this application. The overall aim of the framework is to create a high quality residential neighbourhood with high value homes that would support economic growth. It would create a vibrant, safe, secure and sustainable community incorporating a range of homes, providing an attractive place to live. This would be supported and underpinned by the creation of a high quality environment including areas of public space, shared/private amenity space and pedestrian linkages and connections. The proposal is consistent with the overall aims, objectives and principles of the updated Framework.

Castlefield Conservation Area Declaration

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

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

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

The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The proposal would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report. It would result in some instances of less than substantial harm in NPPF terms, at the lower end of the scale, which would be outweighed by the public benefits of the proposal.

Climate Change

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

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

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

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

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

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

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

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

National Planning Policy Framework (2023) (NPPF)

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

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

The draft NPPF introduces measures to support the Governments ambitions to deliver 1.5 million homes over the next Parliamentary period and includes a focus on previously developed land and an uplift in density.

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

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development, providing 1746 homes in a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required as the City grows. The City Centre is the biggest source of jobs in the region and the homes would support the growing economy and help to create a vibrant, thriving and active community. The development would not be able to support any affordable housing, however, this would be reviewed at a later date through a viability review mechanism in the S106 agreement. This is set out in detail in the report.

Section 6 - Building a strong and competitive economy – This is an area where further regeneration is needed. It would create jobs during construction and would complement the existing community. New residents would use facilities and services and support the local economy.

Section 7 - Ensuring the Vitality of Town Centres – The proposal would create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester’s growth objectives and deliver housing and commercial

uses to support the growing economy and population with the commercial space at a scale that would not compete with the commercial core of the City Centre. Development in this well connected location would help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – Planning policies and decisions should take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. The amenities proposed would facilitate social interaction and help to create a healthy, inclusive community. The development would have amenity space, including residents' gyms, and would be integrated into the locality with links to other open spaces and sports facilities. It would increase natural surveillance.

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

Section 11 (Making Effective Use of Land) – This high density development would provide homes and other uses on a brownfield site and improve the environment and provide safe and healthy living conditions. Under paragraph 129(c) local planning authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards). The resulting scheme would provide acceptable living standards and this is discussed in detail below.

Section 12 (Achieving Well-Designed Places) - The high quality buildings would raise design standards and complement the architecture within the area. High quality public realm with tree planting would be provided.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is in a highly sustainable location. An Environmental Standards Statement demonstrates that the proposal would accord with principles that promote energy efficient buildings, integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The site is in Zone 1 with a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The submission addresses issues such as ground conditions, noise and the impact on ecology and demonstrates that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The proposal would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report. It would result

in some instances of less than substantial harm in NPPF terms, at the lower end of the scale, which would be outweighed by the public benefits of the proposal.

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. The proposal does not require specific mitigation measures for the new homes and incorporates measures to reduce the air quality impacts of the development.

Noise states that Local planning authorities should take account of the acoustic environment. A satisfactory noise environment would be created and conditions should be used to ensure this.

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 proposal considers all of the above resulting in well designed buildings and spaces.

Health and well being states that opportunities for healthy lifestyles should be considered. The proposal would increase the opportunities for healthy lifestyles.

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.

The proposal includes a travel plan and is a highly sustainable location close to public transport and within walking distance of services and amenities.

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). The proposal would bring public benefits that are set out in more detail in the issues section of this report.

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

Legislative requirements

Section 70 (2) of the TCPA 1990 (as amended) provides that in dealing with an application for planning permission that the Council shall have regard to the provisions of the development plan, so far as material to the application.

S38(6) of the Planning and Compulsory Purchase Act 2024 states that if regard is to be had to the development plan for the purposes of any determination to be made under the planning acts the determination must be made by the Council in accordance with the plan unless material considerations indicate otherwise.

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

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

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

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

Environmental Impact Assessment

The applicant submitted an EIA Screening and Scoping Report prior to submission of the application and the Council issued a Scoping Opinion on 13 June 2023. The applicant has submitted an Environmental Statement (ES) including an Addendum in accordance with the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017 ('The Regulations'). The ES considers both this proposal and the proposal for Plot D submitted under 137227 as the same project for EIA purposes to ensure that the likely significant environmental effects of this proposal and the proposal for Plot D are robustly identified. During the EIA process the applicant has considered an extensive range of potential environmental effects, including the cumulative effects, and it is considered that the issues that could give rise to likely significant impact are:

Air quality;

Climate Change;

Daylight, Sunlight and Overshadowing;
Noise and vibration;
Human Health;
Solar Glare;
Townscape and visual impact;
Traffic and Transport;
Wind Microclimate; and
Socio-Economic.

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

It is considered that the ES and ES Addendum is consistent with the Scoping Opinion and it has provided the Local Planning Authority with sufficient information to assess the likely environmental effects of the proposals, including the cumulative effects of the combined development (Plot D and Plots C and E), and any required mitigation. It is considered therefore that the ES and ES Addendum comply with The Regulations.

Issues

Principle of the Proposals and the Scheme's Contribution to Regeneration

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

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

There is a long standing aspiration to create a high quality residential area at Great Jackson Street. The development of this brownfield site would provide homes in a highly sustainable well-connected location and increase footfall. The proposal would provide public realm with green space that would be integrated into nearby areas of open space. Pedestrian and cycle connections through the site would link to surrounding developments and the river. The public realm would include recreational space with seating and soft landscaping.

Development Frameworks for First Street and Great Jackson Street have supported the regeneration of large parts of the southern edge of the City Centre. The 2018 Great Jackson Street SRF envisaged three buildings of between 18 and 32 storeys, providing 399 homes on Plot E, and two towers at 21 and 27 storeys on this part of Plot C, providing 386 homes. The three buildings on Plot E reflected proposals that were being progressed by another developer. The applicant's recent ownership of Plot E, combined with the acquisition of Gaddum House, has provided an opportunity to combine the plots and review the site layout. The overall density proposed is 1353

units per hectare compared with 814 units per hectare for Plot E and 852 units per hectare for Plot C envisaged by the SRF. Although the height of the towers and density of development is greater than envisaged by the SRF, there are now four rather than five towers, which results in an increase in the amount of public space, with a more usable area of public realm in the centre of the site. The revised design would provide greater public benefits at street level, due to the amount of usable public realm and enhanced pedestrian and cycle connections. Therefore, despite the increase in scale, massing and quantum of development envisaged by the Great Jackson Street SRF, the proposal would be consistent with the aims of the SRF and could act as a catalyst for further development and regeneration.

The homes and public realm would create activity and attract people to the area. It would consolidate the development of Great Jackson Street and help to expand the city centre core and support the social and economic growth of the City. The quality, mix and size of the homes would appeal to several sectors of the market, including owner occupiers and renters.

The 1746 homes would be in four towers. The one-, two- and three-bedroom accommodation would be space standard compliant and suitable for families. It would provide 0.58ha of public space and highway improvements.

The development would be in keeping with the objectives of the Great Jackson Street Development Framework, City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon current and planned regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, Core Strategy policies SP1, EC1, CC1, CC4, CC8, CC10, EN1 and DM1 and PfE Policies JP-S1 and JP-H1.

Viability and Affordable Housing Provision

Paragraph 58 of NPPF states that decision-makers do not normally require consideration of viability where a proposal complies with relevant development policies as they are assumed to be viable. However, where deliverability of a development may be compromised by the scale of planning obligations, other costs and material planning considerations, a viability assessment may be necessary.

Paragraph 58 goes on to state that the weight to be given to a viability assessment is a matter for the decision maker, *'having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments... should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available'*

Core Strategy Policy PA1 'Developer Contributions' states that where needs arise, as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Affordable housing is identified as a relevant planning obligation.

Policy PA1 states that the nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area and stipulates that where appropriate, any provision will be required to be provided on site. Where this is not possible, a commuted sum payment is likely to be sought.

The policy concludes that in determining the nature and scale of a planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account.

Core Strategy policy H8 'Affordable Housing' is also relevant. Development should contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

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

- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

Regard must also be had to part 2 of policy H8, which states: "... where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment."

Whilst not specifically required by H8, should the Local Planning Authority concur with the outcome of a viability assessment, and in order to take account of any change in circumstances, a legal agreement attached to the planning permission could include an affordable housing review mechanism to test and capture any change in circumstances that could result in the scheme being about to support a contribution towards affordable housing at an agreed future date.

This proposal would deliver 1746 homes with public realm and landscaping. The delivery of homes and the regeneration of the site is a key Council priority as outlined in the Great Jackson Street Regeneration Framework. The redevelopment of the site would provide an opportunity to deliver a significant quantum of homes and

commercial development, supporting economic growth and environmental improvements.

The homes would comply with the Residential Quality guide. New public realm in the region of 5773 sqm, including highway improvements, would be enlivened through active frontages and improved linkages. This would benefit future occupiers and the existing community. The building design is high quality through its architecture and use of materials. The energy strategy would reduce the impact of the proposal on climate change. It is a contaminated brownfield site. All these matters have an impact on viability.

The applicant has stated that it would not be possible to contribute either in full or a proportion of the Council's 20% target. The factors that would affect the viability are material considerations.

A viability assessment that demonstrate this been made publicly available through the Councils Public Access system. A review by an independent assessor on behalf of the City Council has concluded that the delivery of affordable housing would not be viable.

The review estimates the Gross Development Value (GDV) would be c£786,969,042, with development costs of c£655,215,305 and Benchmark Land Value (BLV) of £7,987,500. When assessed against a target profit level of 17.9% on GDV, which is considered to be acceptable for a scheme of this scale and risk, it results in a residual land value of -£13,586,427. When assessed against the BLV of £7,987,500 as a fixed land value, the scheme produces a profit of c14.14% on GDV, which is lower than the target profit level and lower than what a typical developer would expect as a return on a residential scheme of this scale and risk. Therefore, this is not considered to be viable and reflects the sensitivity of the appraisal in the current market.

The applicant is highly experienced in delivering high density, high rise accommodation in this area. Previous phases at Great Jackson Street have transformed the area with a significant number of homes, public realm and infrastructure improvements including a new primary school. The target level of returns suggested are appropriate for the level of risk of the scheme, to deliver the proposal. The applicant is committed to developing the proposal under these circumstances despite the lower than expected margin and on this basis, the proposal is capable of being delivered.

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

The Council consider that it is appropriate that provision be made within the section 106 agreement to amend the provision of affordable housing should economic conditions change, and that such provision should be subject to financial viability assessment review.

This would, at an agreed future date, determine any uplift in market and economic conditions which may improve the viability to allow a contribution towards affordable housing to be secured in line with the requirements of policy H8.

This review mechanism would seek to secure the maximum amount of affordable housing without rendering the scheme unviable. The review mechanism would take place when a significant proportion of the homes have been delivered, and given it is anticipated that values should increase over time, this would allow for greater clarity regarding the financial viability of the scheme. Actual costs incurred would be known and inputted into the viability assessment. In addition, it would also include sales values achieved for the homes allowing greater certainty around profit levels.

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

Tall Buildings Assessment

One of the main issues to consider is whether this is an appropriate site for tall buildings. The proposal has been assessed against the City Council's policies on tall buildings, the NPPF and Historic England's published Advice Note 4 Tall Buildings (4 March 2022).

Assessment of Context and Heritage Assessment

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

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 200 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets' importance, sufficient to understand the potential impact of the proposals on their significance. Where a proposal would lead to less than substantial harm to the significance of a heritage asset, this harm (which is required to be given considerable

importance and weight) should be weighed against the public benefits of the proposal.

The site is not within a conservation area and does not contain any listed buildings, but it is located to the south of the southern boundary of Castlefield Conservation Area. As well as Castlefield Conservation Area, there are 22 listed buildings and one scheduled ancient monument which lie within a 500m radius of the site and could be materially affected, as follows:

1. Church of St George Grade II*
2. 235-291, Deansgate Grade I
3. Museum of Science and Industry, Air and Space Museum Grade II
4. Rochdale Canal Lock Number 92 and Castle Street Bridge Grade II
5. Former Congregational Chapel Grade II
6. School House Grade II
7. Castlefield Information Centre Grade II
8. Merchants Warehouse Grade II
9. Former Market Hall Grade II
10. Bridgewater Canal Basin at Potato Wharf Grade II
11. Former St Matthews Sunday School Grade II
12. 29-41, Liverpool Road Grade II
13. Power Hall of Museum of Science and Industry Grade I
14. Churchyard Walls, Gate Piers and Gates at Church of St George Grade II
15. Castlefield Railway Viaduct from G-Mex to Dawson Street Grade II
16. Deansgate Station Grade II
17. 13-17, Albion Street Grade II
18. Former Canal Flour Mills Grade II
19. The Britons Protection Public House Grade II
20. Middle Warehouse, at Former Castle Field Goods Yard Grade II
21. Roman Catholic Church of St Wilfrid Grade II
22. Bridgewater Canal Offices Grade II.
23. Remains Of Eastern Wall of The Roman Fort (Scheduled Monument)

The impact of the development on the townscape and the settings of these heritage assets has been assessed in a Townscape Visual Impact Assessment and the Heritage Statement through the appraisal of 20 different views, ten of which include heritage assets and are therefore assessed in the Heritage Statement. The ten views which contain heritage assets are discussed below.

As the main higher grade heritage assets, including St Peter's Square, Albert Square, the Town Hall (grade I), Town Hall Extension (grade II*) and Central Library (grade II*), and Liverpool Road Station (grade I) are some distance away, the main impact on them would be experienced in long views and upon the city skyline, with many views screened by other developments such as Deansgate Square, as can be seen for example in View 4 below (the green wireline outlines the envelope of the Whitworth Street West development), resulting in no harm to the setting or significance of each heritage asset.



View 4 - Existing View from St Peter's Square



View 4 - Proposed View from St Peter's Square

View 3 looks south along Portland Street at the junction of Princess Street. The Proposed Development is visible in the distant background of the view. The new towers do not change the composition of the view and its character, or materially alter the nature of the setting of heritage assets from this part of the city centre. The ability to appreciate the significance of Whitworth Street Conservation Area, George Street Conservation Area, No. 36 Princess Street, Basil House, 109 and 111 Portland Street, 113-119 Portland Street, and Canada House (all Grade II listed) is

therefore not affected by the proposal and it would therefore result in no harm to the setting and significance of these heritage assets.



View 3 – Existing along Portland Street

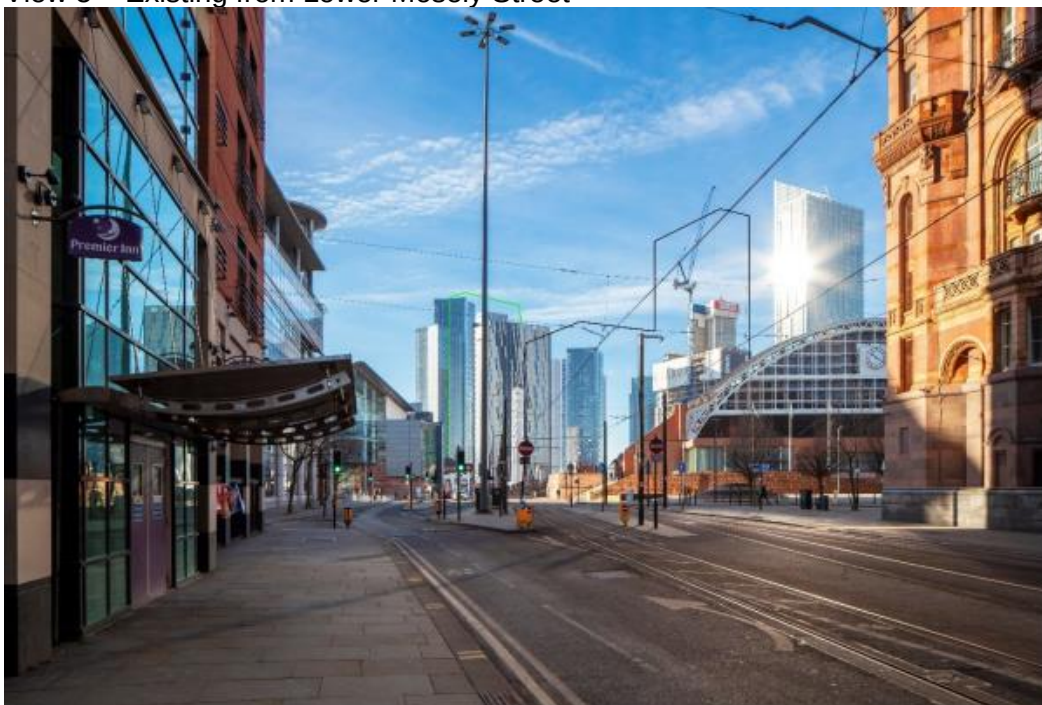


View 3 – Proposed along Portland Street (including Plot D considered under application reference 137227/FO/2023)

View 5 is experienced from Lower Mosely Street at the point at which it meets with Windmill Street. The proposal would be obscured by the schemes currently under construction: Whitworth Street West (outlined in light green) and Viadux (outlined in black). The tall buildings may be visible in glimpsed views but would not meaningfully change the character of any views across the townscape or alter the setting of heritage assets experienced in this area of the city centre. It is considered therefore that the proposal would have a neutral effect on the appreciation of the significance of the Grade II* GMEX, Grade II* Midland Hotel, and the Grade II Briton's Protection Public House and it would therefore result in no harm to the setting and significance of these heritage assets.



View 5 – Existing from Lower Mosely Street



View 5 – Proposed from Lower Mosely Street (including Plot D considered under application reference 137227/FO/2023)

View 6 is taken from the junction of Princess Street and Cooper Street, looking south from the boundary of the Albert Square Conservation Area. The proposed four towers would not be visible in this view being obscured by the interposing built form (the Plot D tower being considered under 137227 can be seen in the proposed view) and would therefore have a neutral effect on the appreciation of the significance of the Albert's Square Conservation Area, the Grade I listed Town Hall and Memorial (and other listed structures within the Square), the Grade II* Memorial Hall, the Grade II listed Albert Chambers and Carlton House, and any other heritage assets experienced within the view. The proposal would therefore result in no harm to the setting and significance of these heritage assets.



View 6 – Existing from Albert Square



View 6 – Proposed from Albert Square (including Plot D considered under application reference 137227/FO/2023)

View 7 is from the junction of Deansgate, Peter Street and Quay Street in the Deansgate Square/Peter Street Conservation Area and takes in Deansgate Terrace (235-291 Deansgate). The towers would be visible on either side of the existing West Tower at Deansgate Square, increasing the intensity of the wall of built form in the background and removing the prominence of West Tower. The effect creates some conflict with the listed Deansgate Terrace, but overall, the proposal would only change the character of the view or materially alter the setting of heritage assets to a negligible degree. There is a clear distinction between the historic and modern elements of the townscape, and the listed terrace remains a focal point of the view. It is considered therefore that the proposal would cause no harm to the setting and significance of the Grade II* Northern Warehouse, and less than substantial harm at the lowest end of the scale to Deansgate Square/Peter Street Conservation Area and the Grade II listed Deansgate Terrace (Former Entrance to Deansgate Goods Station Including Numbers 223 to 233 and 235-291, Deansgate).



View 7 – Existing View along Deansgate



View 7 – Proposed View along Deansgate (including Plot D considered under application reference 137227/FO/2023)

The towers would be visible looking from Castlefield beyond the walls of the Roman Fort and the Grade II listed Castlefield Viaduct (View 8) where other tall buildings are visible. The proposed towers would increase the density in the backdrop and create a greater sense of enclosure. The proposal would increase the density of built form in its setting, increasing the element of distraction. However, it would still be possible to appreciate the structural form and continuing functionality of the viaduct. The towers would therefore have a negligible adverse effect on the appreciation of the significance of the viaduct and on the setting of Castlefield Conservation Area,

resulting in less than substantial harm at the lowest end of this category to the setting and significance of these heritage assets.



View 8 – Existing View from the Roman Fort, Castlefield



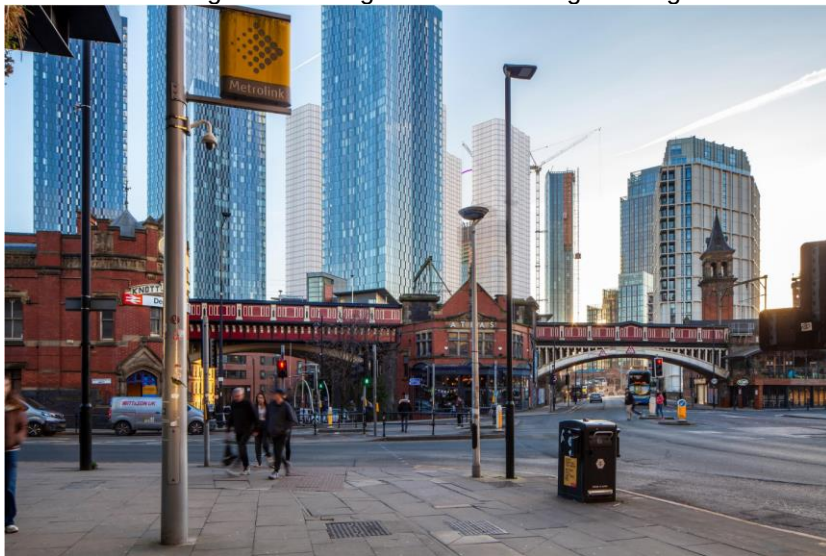
Proposed View from the Roman Fort, Castlefield, (including Plot D considered under application reference 137227/FO/2023)

Views 10 and 11 look south-west along Deansgate where the townscape includes historic and modern buildings and structures. The views look toward the Grade II Castlefield Railway Viaduct and the Grade II Deansgate Station, with the tower of the Grade II Former Congregational Chapel. The towers would be in the background and part of an urban scene with the tall buildings at Deansgate Square and Crown Street. The proposal would appear beyond the Castlefield Railway Viaduct and Deansgate Station and form part of a group of tall buildings that contrast with the horizontal

historic structures in the middle-ground. This is reinforced by the contrast in materials between the old and new elements. The level of visual enclosure to the south would increase and the built form would be intensified, which would create some distraction from heritage assets. It is considered therefore that the proposed towers would have a negligible adverse effect on the appreciation of the significance of the Grade II listed Castlefield Railway Viaduct, Deansgate Station, the Former Congregational Chapel, and the Castlefield Conservation Area, resulting in less than substantial harm at the lowest end of the scale to the setting and significance of these heritage assets.



View 10 – Existing view looking south west along Deansgate



View 10 – Proposed View looking south west along Deansgate



View 11 – Existing Elevated View looking south west along Deansgate



View 11 – Proposed Elevated View looking south west along Deansgate, (including Plot D considered under application reference 137227/FO/2023)

View 11 includes a night time assessment where the proposal has much the same impact as in the daytime view, resulting in less than substantial harm at the lowest end of the category to the setting and significance of the Grade II listed Castlefield Railway Viaduct, Deansgate Station, the Former Congregational Chapel, and the Castlefield Conservation Area.



View 11 – Existing Night View



View 11 – Proposed Night View (including Plot D considered under application reference 137227/FO/2023)

View 12 looks south from the edge of Castlefield Basin, with the Grade II Middle Warehouse in the centre and the Grade II Merchants Warehouse to the left. This is where the principal interest and heritage values of Castlefield Conservation Area are at their strongest with the intersection between industrial and transport heritage and associated buildings and structures.

The proposal would be prominent in the background above the roofscape of the Middle Warehouse and beyond the Merchants Warehouse. It would increase the level of visual enclosure to and reduce the visual focus of the Middle Warehouse, although its roofline is already punctuated by tall buildings. It would still be possible to appreciate the architectural and historical significance of the Middle Warehouse and its relationship to the canal infrastructure. The proposal would change the setting of the Grade II former warehouse noticeably and reduce to a minor extent an appreciation of its historic form and prominence in views across the canal basin. The proposal is also seen alongside the Grade II Merchants Warehouse, but would not have the same effect, mainly due to proximity and the continued ability to appreciate and focus on the historic industrial building. The proposal would have a minor adverse effect on the appreciation of the significance of the Grade II listed Middle Warehouse, resulting in less than substantial harm (lower end) to the setting and significance of this heritage asset. The proposal would have a negligible adverse effect on the appreciation of the significance of the Grade II Merchants Warehouse and Castlefield Conservation Area, resulting in less than substantial harm at the lowest end of the category to the setting and significance of these heritage assets.



View 12 – Existing View from Castlefield Basin



View 12 – Proposed View from Castlefield Basin, (including Plot D considered under application reference 137227/FO/2023)

A night time assessment has been done of View 12 where the proposal has much the same impact as in the daytime view, although the darkness and illumination of the built forms could be seen to reinforce the visual contrast between the historic buildings in the fore and middle-ground and the tall buildings beyond. Overall, it is considered that within the night time view, the towers would continue to result in less than substantial harm (lower end) on the setting and significance of the Grade II listed Middle Warehouse and less than substantial harm at the lowest end of the category on the Grade II Merchants Warehouse and the Castlefield Conservation Area.



View 12 – Existing Night Time View



View 12 – Proposed Night Time View, (including Plot D considered under application reference 137227/FO/2023)

View 14 is taken from the A57, looking south east toward the Great Jackson Development Framework area. The proposal is visible in the view, appearing in the background and creating a new addition to the collection of tall buildings which mark

the location of Deansgate Square and Crown Street in the distance. The tall building context is read as a layer in the urban townscape and is clearly visually separate from the lower modern development in the middle-ground and also from the few historic structures which are glimpsed in the view. It is considered that the new towers would not materially alter the setting of the visible heritage assets, which are already experienced against a backdrop of tall buildings, and they would therefore have a neutral effect on the appreciation of the significance of the Grade II listed Former Canal Flower Mills, resulting in no harm to this heritage asset. There would be a negligible adverse impact on the Grade II* listed Church of St George resulting in less than substantial harm at the lowest end of the category to the setting and significance of this listed building.



View 14 – Existing View from A57 Looking South-East



View 14 – Proposed View from A57 Looking South-East, (including Plot D considered under application reference 137227/FO/2023)

Impacts on other listed buildings in the vicinity of the site that have not been included in the CGI views, have also been assessed. The proposal would have an impact on the Grade II listed Bridgewater House through the increase in scale and density in its immediate setting. Its historic setting has been diminished to a high degree and is now characterised by a mixture of low-quality brownfield sites and modern, high-rise development. The scale and proximity of the proposal to the listed building would result in a material change to its setting and how it is experienced in local views, such as from Chester Road and Castle Quay, where it would be appreciated against a backdrop of modern built form, reducing an appreciation of its symmetrical and classically informed roofscape. This would diminish an appreciation of its architectural significance to a minor degree. The proposal would enhance the quality and character of the site and introduce public uses into the setting of the listed building which would encourage movement towards it and activity within its locality. The public realm would create amenity space and public uses in its setting, creating a new destination in the townscape. Overall, it is considered that the proposal would have a minor adverse impact on the appreciation of the significance of the Grade II listed Bridgewater Canal Offices, resulting in less than substantial harm (lower end) to the setting and significance of this listed building.

The impact on the Grade II listed School House on Jackson Crescent in Hulme has been considered. The proposed towers would be seen in the context of the existing high rise buildings that now form the backdrop to the north of the School House and it is considered that proposal would have a neutral effect on the appreciation of the significance of this listed building, resulting in no harm to the setting and significance of this listed building.

The proposal would clearly be visible in some views but the visual impact on the settings of the majority of the heritage assets would be neutral and any difference would be imperceptible. The proposal would often be read in tandem with historic buildings or areas in their setting but would not change how the heritage asset's significance is appreciated in its setting or change the manner in which it is experienced or understood. It would not detract from the ability to appreciate their special interest. The proposal is in an area defined by high-rise towers of a similar height and scale and would be suitably placed in the townscape context and would not alter the settings of the listed structures in a manner that substantially changes an appreciation of their significance.

The proposal would not cause any substantial harm as it would not have a physical impact and would not seriously affect any important elements of any of the assets' special architectural or historic interest. The proposal would have two instances of less than substantial harm (lower end), eight instances of less than substantial harm at the lowest end of the category and 14 instances of no harm. The heritage assets to which some harm would be caused are:

Church of St George (Grade II*) - Less than substantial (negligible) harm;
235-291, Deansgate (Grade II) - Less than substantial (negligible) harm;
Former Congregational Chapel (Grade II) - Less than substantial (negligible) harm;
Merchants Warehouse (Grade II) - Less than substantial (negligible) harm;
Castlefield Railway Viaduct from G-Mex to Dawson Street (Grade II) - Less than substantial (negligible) harm;
Deansgate Station (Grade II) - Less than substantial (negligible) harm;
Middle Warehouse, at Former Castle Field Goods Yard (Grade II) - Less than substantial (lower end) harm;
Bridgewater Canal Offices (Grade II) - Less than substantial (lower end) harm;
Castlefield Conservation Area - Less than substantial (negligible) harm;
Deansgate Peter Street Conservation Area - Less than substantial (negligible) harm.

In line with paragraph 208 of the NPPF, it is considered that harm identified above would be outweighed through the economic, social and cultural, and environmental public benefits of the scheme, which would include:

- Redeveloping a site that has a negative impact on the area;
- Providing a viable use of an underused brownfield site;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric at a key gateway to the city centre;
- Optimising the potential of the site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation required by businesses and residents and contributing to the creation of a new community as part of the Great Jackson Street Masterplan;
- Providing new high quality public realm within and around the site;
- Improving connectivity to Manchester's green and blue infrastructure, including Hulme Park and the River Medlock;
- Improving pedestrian and cycle connections;
- Creating a safe and accessible public environment with clearly defined areas and active public frontages to enhance the local quality of life;
- Helping to meet the recognised demand for City Centre living and supporting mixed communities through the inclusion of a range of accommodation sizes,

which, alongside the park and school at Crown Street Phase 2, would also attract more families into the City Centre;

- Providing job opportunities; and
- Providing sustained economic growth.

The heritage balance set out at paragraph 208 of the NPPF (formerly paragraph 202) has been considered. The significant public benefits to be delivered by the proposals identified above have been noted. However, it is also noted that less than substantial harm to the significance of the heritage assets listed above has been identified.

Having carefully weighed up the relevant factors, it is concluded that the public benefits of the proposals do outweigh the identified harm to the designated heritage assets. Therefore, it is considered that the balancing exercise under paragraph 208 of the NPPF (formerly paragraph 202) is favourable to the proposals.

Townscape Assessment

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

Architectural Quality

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

These would be high quality buildings that complement the development of Great Jackson Street. Whilst they do not follow the massing and scale of development set out in the SRF, which is based on the previous approval for the site, they would have a more elegant design with more public space and better separation distances, positively contributing to the group of tall buildings in this area, including Crown Street Phases 1 & 2 and Deansgate Square.

The appearance would complement the existing and emerging high rise buildings in the SRF. The plan form would be sawtooth with glazed and textured elevations, and the two pairs of towers would have their own identity through a change in colour. The 'champagne' tone for C7 and C8 would complement the bronze tone of Elizabeth Tower, at Crown Street Phase 1, and the anodised silver toned E1 and E2 would complement the silver at Deansgate Square.

The podiums would 'ground' the building and activate the public realm, Great Jackson Street and other surrounding streets.

Sustainable Design and Construction

An Environmental Standards Statement sets out the sustainability measures proposed, including energy efficiency and environmental design. The proposal would have a 'fabric-led' strategy, use efficient mechanical and electrical systems and the air source heat pumps provide renewable technology and improve energy efficiency. The proposal would thereby accord with the energy efficiency requirements and carbon dioxide emission reduction targets in EN4 and EN6, PfE JP-S2 and the Manchester Guide to Development Supplementary Planning Document. The proposal would be designed and specified in accordance with the principles of the energy hierarchy in line with PfE Policy JP-S2. The design and construction would therefore be sustainable.

Credibility of the Design

Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction. The applicant has experience of delivering tall buildings, such as the Deansgate Square development, Crown Street Phases 1 and 2, and No1 Water Street. The viability of the scheme has been costed on the quality in the submitted drawings and the design has been subject to commercial review. Whilst the GDV is lower than a typical developer might expect to target on a scheme of this scale and risk, evidence from the Financial Viability Assessments provided for the other nearby developments by the applicant shows that profit levels ranged between 10 and 12% and the schemes have been delivered as approved. The design team have experience of delivering tall buildings, such as those at Deansgate Square and Crown Street, and have recognised the high profile nature of the site and the required design quality. A significant amount of time has been spent developing the proposals and the submitted scheme to ensure that it can be constructed and delivered.



Contribution to Public Spaces and Facilities

The homes and public realm would activate the area and provide natural surveillance. The enhanced pedestrian linkages across and around the site would improve permeability and connectivity to Deansgate, Hulme, Castlefield and First Street.

The proposal would provide 4,655 m² of public space, which is an 18% increase to that shown in the SRF. There would be 2,646 m² of public realm in the centre of the site including 2 raised lawned areas linked by a raised traffic table on Great Jackson Street. The public realm would be fully accessible. It includes landscaping to the spaces around and between the buildings and the road network. 27 trees would be planted with 17 street trees and 10 in the courtyard.

The commercial uses in the podium would activate the public realm and could spill out under the colonnade. The extent of back-of-house has been minimised with plant space in basements and refuse stores split between ground and basement floors.

The public realm would support the successful delivery of the GJS area. It would create linkages to adjacent neighbourhoods, including Hulme. It would create a destination and a critical piece of the whole when combined with public realm in Great Jackson Street.

In terms of sports provision and Sport England's objection, there is no specific policy requirement for new developments to provide sports facilities. However, Section 8 of the NPPF looks for planning decisions to enable and support healthy lifestyles, especially where this would address identified local health and well-being needs. The buildings would provide a good level of amenity space, with each one including a gym, a private garden, private dining space and a residents' lounge, as well as external terraces. The proposal includes a large public square with lawned area that could be used for informal sport/recreation. The site is close to Hulme Park, which provides opportunities for informal sport and recreation. It is close to informal recreation opportunities within the immediate area, including the public park at Crown Street, river walkways and canal towpaths, which would provide informal recreation. Other public spaces within 1 mile of the site include St George's Park, St John's Gardens and All Saints Park. In addition, there are a number of gyms and leisure/sports centres that are within 1.5km of the site, such as Manchester Aquatics, Sugden Sports Centre, YHA Manchester and Moss Side Leisure Centre. The need for sport and recreation facilities must be weighed against other planning needs to achieve a sustainable development. The viability appraisal identifies the significant costs associated with the creation of new public realm and a high quality scheme to the extent that the scheme cannot support additional financial contributions.

Effect on the Local Environment

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

(a) Daylight, Sunlight and Overlooking

The nature of high density city centre developments means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be addressed in that context. The Great Jackson Street Development Framework envisages high density development and scale. This is recognised in paragraph 129(c) of the NPPF.

A Daylight and Sunlight Report makes reference to the Building Research Establishment (BRE) 'Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice', Third Edition (2022) (BRE Guidelines). The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and locational circumstances need to be taken into account, such as a site being within a city centre where higher density development is expected and obstruction of natural light is often inevitable.

The following homes and amenity areas have been considered due to their proximity to the site:

Existing properties

- Hill Quays
- Lumiere
- Deansgate Square
- City South
- Deansgate Quay
- Castle Wharf
- Castlegate
- Citygate
- Castle Quay
- Elizabeth Tower
- School House, Jackson Crescent

Properties Not Yet Constructed or Completed

- Blade
- Three60
- Plot F, Great Jackson Street
- Plot G, Great Jackson Street
- Deansgate South

Amenity Areas

- Three60
- Plot F, Great Jackson Street
- Deansgate Square

Daylight

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

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

The results should be interpreted in a City Centre context where high density development is encouraged. 16,447 windows were assessed to 8,166 rooms in 18 properties. For daylight, 10,703 (65%) windows would meet the BRE guidelines for VSC. 6,802 (83%) of the 8,166 rooms assessed would meet the BRE criteria for NSL.

The impacts for each property can be summarised as follows:

Hill Quays – For VSC, 237 (65%) of 368 windows would meet the BRE criteria, 41 (11%) would be altered by 20-30%, 52 (14%) between 30-40% and 38 (10%) by more than 40%. For NSL, 121 (77%) of 157 rooms would meet the BRE criteria, 12 (8%) would be altered by 20-30%, 6 (4%) would experience an alteration between 30-40% and 18 (11%) would experience alterations in excess of 40%. Hill Quays has deep, single aspect rooms on the boundary facing the site. Windows are typically beneath balconies and are recessed into deep reveals. This places a high burden on the proposal to maintain existing levels and it means that relatively small changes in daylight levels represent large proportional changes. The effect on daylight to this property is considered to be moderate adverse. This magnitude of change would not warrant refusal and would be acceptable in this City Centre location.

Lumiere, City Road East - For VSC, 159 (100%) of 159 windows meet the BRE criteria. For NSL, 109 (94%) of 116 rooms would meet the BRE criteria, 2 (2%) would experience an alteration between 20-30%, 2 (2%) would be altered by 30-40% and 3 (2%) by more than 40%. 72 (45%) would be to single aspect rooms. Lumiere has deep, single aspect rooms on the boundary facing the site. Several are beneath balconies and are in deep reveals. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels

represent large proportional changes. Given the above, the effect on daylight to this property is considered to be minor adverse and acceptable in this City Centre location.

Deansgate Square – For VSC, 3,064 (59%) of 5,185 windows meet the BRE criteria, 504 (10%) experience an alteration between 20-30%, 749 (14%) an alteration between 30-40% and 868 (17%) alterations in excess of 40%. For NSL, 2,091 (82%) of the 2,555 rooms assessed would meet the BRE criteria, 209 (8%) rooms would experience an alteration between 20-30%, 96 (4%) between 30-40% and 159 (6%) alterations in excess of 40%. The homes that would have a reduction currently receive very high levels of daylight due to the underdeveloped nature of this site. For VSC 909 windows and for NSL 305 rooms that do not meet the BRE criteria are bedrooms, which have a lesser requirement for daylight than principal habitable rooms. Most homes overlooking the site are dual aspect, meaning they are typically lit from alternative windows that have not been included in this assessment as they face away from the site. The effect on daylight to this property would be moderate adverse. The magnitude would not warrant refusal and would be acceptable in this location.

City South - For VSC, 157 (89%) of 176 windows would meet the BRE criteria, 6 (4%) would experience an alteration between 20-30%, 4 (2%) an alteration between 30-40% and 9 (5%) windows alterations in excess of 40%. For NSL, 118 (80%) of the 148 rooms would meet the BRE criteria, 13 (9%) would experience an alteration between 20-30%, 6 (4%) an alteration between 30-40% and 11 (7%) alterations in excess of 40%. Rooms facing the site are typically single aspect with deep floorplates and several windows are located beneath balconies, making the rooms/windows particularly sensitive to nearby development and placing a high burden on the proposal to maintain existing levels. 14 of the windows that do not meet the VSC daylight criteria, and 21 rooms which do not meet the NSL daylight criteria, are bedrooms, which are considered by the BRE to have a lesser requirement for daylight. The overall effect on daylight to this property is therefore considered to be minor adverse. The level of change would not warrant refusal and it would be acceptable in this City Centre location.

Deansgate Quay - For VSC, 33 (53%) of 62 windows would meet the BRE criteria and 29 (47%) windows would have alterations in excess of 40%. For NSL, 17 (40%) of the 43 rooms assessed would meet the BRE criteria and 26 (60%) would have alterations in excess of 40%. Rooms facing the site are typically single aspect with deep floorplates and several windows are located beneath balconies, making the rooms/windows particularly sensitive to nearby development. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. 14 of the windows that do not meet the VSC daylight criteria and 14 rooms which do not meet the NSL daylight criteria, are bedrooms, which are considered by the BRE to have a lesser requirement for daylight. The overall effect on daylight to this property is therefore considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

Castle Wharf - For VSC, 285 (63%) of 455 windows meet the BRE criteria, 11 (2%) would experience an alteration between 20-30%, 22 (5%) an alteration between 30-40% and 137 (30%) alterations in excess of 40% from the baseline value. For NSL, 176 (63%) of the 278 rooms would meet the BRE criteria, 27 (10%) would experience an alteration between 20-30%, 35 (13%) an alteration between 30-40%, and 40 (14%) rooms alterations in excess of 40% from the baseline value. The property has low retained baseline daylight levels with many windows located beneath recessed balconies. This places a high burden on the site to maintain existing levels and it means that relatively small changes in daylight levels represent large proportional changes. 96 of the windows that do not meet the VSC daylight criteria, and 94 rooms which do not meet the NSL daylight criteria, are bedrooms, which are considered by the BRE to have a lesser requirement for daylight. The impact is therefore considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

Castlegate - For VSC, 43 (31%) of 139 windows would meet the BRE criteria, 13 (9%) would experience an alteration between 20-30%, 23 (17%) an alteration between 30-40% and 60 (43%) windows alterations in excess of 40%. For NSL, 50 (50%) of the 100 rooms assessed would meet the BRE criteria, 22 (22%) would experience an alteration between 20-30%, 17 (17%) an alteration between 30-40% and 11 (11%) alterations in excess of 40%. A number of deep, single aspect rooms with overhanging or inset balconies face the site, making the rooms/windows particularly sensitive to nearby development. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. The overall effect on daylight to this property is considered to be moderate adverse. The level of change would not warrant refusal and it would be acceptable in this City Centre location.

Castle Quay – For VSC, 127 (83%) of the 153 windows would meet the BRE criteria, 4 (2%) would experience an alteration between 20-30%, one (1%) an alteration between 30-40% and 21 (14%) windows alterations in excess of 40%. For NSL, 72 (92%) of the 78 rooms assessed would meet the BRE criteria, two (<3%) would experience an alteration between 20-30%, two (<3%) an alteration between 30-40% and two (<3%) alterations in excess of 40%. A number of deep, single aspect rooms with overhanging or inset balconies face the site, making the rooms/windows particularly sensitive to nearby development. This places a high burden on the proposal to maintain existing levels and means that relatively small changes in daylight levels represent large proportional changes. The overall effect on daylight to this property is considered to be moderate adverse. The level of change would not warrant refusal and it would be acceptable in this City Centre location.

Citygate - For VSC, 177 (100%) of 177 windows would meet the BRE criteria. For NSL, 116 (100%) of the 116 rooms assessed would meet the BRE criteria. The effect on daylight to this property is therefore considered negligible and not significant.

The Blade - For VSC, 342 (73%) of 470 windows would meet the BRE criteria, 79 (17%) experience an alteration between 20-30%, 49 (10%) an alteration between 30-40% and none had alterations in excess of 40%. For NSL, 282 (100%) of the 282 rooms assessed would meet the BRE criteria. The site is underdeveloped in the

baseline scenario, meaning the apartments overlooking it benefit from unusually high baseline daylight levels of 30.13% against a target of 27%. The site has been proposed for redevelopment in the SRF for several years and occupants should have an expectation of high-density development coming forward. Notwithstanding this, Blade will retain average VSC daylight levels of 26.14% with the proposal in place. Considering the site context and anticipation that lower daylight and sunlight levels are to be expected given the emerging height and density in the area, this is considered to be excellent. The majority of windows (79) are reduced by 20-30%, which is minor, the remaining 49 windows are reduced by 30-40%, which is moderate, and none of the windows are reduced by in excess of 40%. The overall impact on daylight on the Blade is considered to be minor adverse and acceptable in this City Centre location.

Three60 - For VSC, 121 (14%) of 864 windows would meet the BRE criteria, 70 (8%) experience an alteration between 20-30%, 149 (17%) an alteration between 30-40% and 524 (61%) would have alterations in excess of 40%. For NSL, 281 (73%) of the 384 rooms assessed would meet the BRE criteria, 95 (25%) would experience an alteration between 20-30%, 8 (2%) an alteration between 30-40% and no rooms would experience alterations in excess of 40%. This property has a lower sensitivity to change as there is no-one living there due to it still being under construction. The site is underdeveloped in the baseline scenario, meaning the apartments overlooking the site benefit from unusually high baseline daylight levels of 33.5% against a target of 27%. The site has been proposed for redevelopment in the SRF for several years and future occupants should have an expectation of high-density development coming forward. Notwithstanding this, Three60 would retain average VSC daylight levels of 18.77% with the proposal in place. Considering the site context and anticipation that lower daylight and sunlight levels are to be expected given the emerging height and density in the area, this is considered to be acceptable and commensurate with other successful residential developments in Manchester. The overall impact on daylight is considered to be minor adverse and acceptable in this City Centre location.

Elizabeth Tower - For VSC, 719 (70%) of 1,034 windows meet the BRE criteria, 87 (8%) experience an alteration between 20-30%, 191 (18%) an alteration between 30-40% and 37 (4%) would have alterations in excess of 40%. For NSL, 499 (93%) of the 538 rooms assessed would meet the BRE criteria, 11 (2%) would experience an alteration between 20-30%, 28 (5%) an alteration between 30-40% and no rooms would experience alterations in excess of 40%. Elizabeth Tower would retain average VSC daylight levels of 19.64% with the proposal in place. Considering the site context and anticipation that lower daylight and sunlight levels are to be expected given the emerging height and density in the area, this is considered acceptable and commensurate with other residential developments in Manchester. Furthermore, the BRE state that where a room is served by multiple windows of a similar size, the mean VSC can be calculated. Several rooms in Elizabeth Tower are served by multiple windows and, when the overall VSC for the rooms is calculated, 405 (75%) rooms would meet the BRE target criteria. Additionally, as only 39 rooms do not meet the NSL target, this suggests that the rooms to Elizabeth Tower would remain well-lit despite reductions in VSC daylight. The effect on daylight to this property is therefore considered minor adverse and acceptable in this City Centre location.

School House, Jackson Crescent - For VSC, 6 (33%) of 18 windows would meet the BRE criteria, 12 (67%) would experience an alteration between 20-30% and none of the affected windows would experience an alteration in excess of 30%. For NSL, 17 (94%) of the 18 rooms assessed would meet the BRE criteria and 1 (6%) room would experience an alteration between 20-30%. All of the windows that do not meet the VSC and NSL target criteria are bedrooms, which the BRE consider as having a lower requirement for daylight. The overall impact on daylight is therefore considered to be minor adverse and acceptable in this City Centre location.

Plot F, Great Jackson Street - For VSC, 1,288 (54%) of the 2,402 windows assessed would meet the BRE criteria, 241 (10%) windows would experience an alteration between 20-30%, 242 (10%) an alteration between 30-40% and 631 (26%) windows alterations in excess of 40%. For NSL, 1,508 (88%) of the 1,702 rooms assessed would meet the BRE criteria, 99 (6%) would experience an alteration between 20-30%, 33 (2%) an alteration between 30-40% and 62 (4%) alterations in excess of 40%. This property is approved but not built so there are no occupants to notice any reduction in daylight and they will be aware at the time of taking occupation that the site is due to be redeveloped with a high expectation of high density development. This property therefore has a lower sensitivity to change and, in the context of the Great Jackson Street Development Framework, lower daylight levels should be anticipated given the height and density of the surroundings. Given the above, overall, the effect on daylight to this property is considered to be minor adverse and acceptable in this City Centre location.

Plot G, Great Jackson Street - For VSC, 3,861 (88%) of 4,394 windows assessed would meet the BRE criteria, 528 (11%) windows would experience an alteration between 20-30%, 5 (13%) an alteration between 30-40% and no windows alterations in excess of 40%. For NSL, 1,279 (94%) of the 1,355 rooms assessed would meet the BRE criteria, 39 (6%) would experience an alteration between 20-30%, 23 (3%) an alteration between 30-40% and 14 (23%) alterations in excess of 40%. This property is not currently built, although Committee was minded to approve it subject to a S106 agreement (LPA ref. 129273/FO/2021). As such, there are no occupants to notice any reduction in daylight and they will be aware at the time of taking occupation that the site is due to be redeveloped with a high expectation of high density development. This property therefore has a lower sensitivity to change and, in the context of the Great Jackson Street Development Framework, lower daylight levels should be anticipated given the height and density of the surroundings. Given the above, overall, the effect on daylight to this property is considered to be minor adverse and acceptable in this City Centre location.

Deansgate South - For VSC, none (0%) of the 204 windows would meet the BRE criteria, 12 (6%) windows would experience an alteration between 20-30%, 54 (26%) an alteration between 30-40% and 138 (68%) windows alterations in excess of 40%. For NSL, 15 (8%) of the 186 rooms would meet the BRE criteria, 23 (12%) would experience an alteration between 20-30%, 41 (22%) an alteration between 30-40% and 107 (58%) alterations in excess of 40%. This property is not built but has planning permission for Purpose Built Student Accommodation (PBSA). As such, there are no occupants to notice any reduction in daylight and they will be aware at the time of taking occupation that the site is due to be redeveloped with a high expectation of high density development. This property therefore has a lower

sensitivity to change and, in the context of the Great Jackson Street Development Framework, lower daylight levels should be anticipated given the height and density of the surroundings. Students are typically more transient than traditional residential as their university terms generally run from September to June, so they will not be in occupation for the entire year. The building would have study spaces, a gym and wellbeing suite at ground and mezzanine floor levels meaning students would have the option to use other habitable space within the building. Bedrooms are also designed with a desk adjacent to the main window, which means they will consistently receive adequate daylight to this area. Given the above, overall, the effect on daylight to this property is considered to be minor adverse and acceptable in this City Centre location.

Bridgewater House - For VSC, 58 (42%) of the 139 windows would meet the BRE criteria, 9 (7%) windows would experience an alteration between 20-30%, 2 (1%) an alteration between 30-40% and 70 (50%) windows alterations in excess of 40%. For NSL, 54 (58%) of the 94 rooms would meet the BRE criteria, 2 (2%) would experience an alteration between 20-30%, 3 (3%) an alteration between 30-40% and 35 (37%) alterations in excess of 40%. This property is not built but has planning permission for homes. As such, there are no occupants to notice any reduction in daylight and they will be aware at the time of taking occupation that the site is due to be redeveloped with a high expectation of high density development. This property therefore has a lower sensitivity to change and, in the context of the Great Jackson Street Development Framework, lower daylight levels should be anticipated given the height and density of the surroundings. Furthermore, this site has very low baseline levels, which places a high burden on the site to maintain already low levels, particularly given that it is a low-rise building in an area of emerging height and density. Furthermore, 27 of the windows that do not meet the VSC daylight criteria and 21 of the rooms which do not meet the NSL daylight criteria would be bedrooms, which the BRE consider as having a lesser requirement for daylight. The impact is therefore considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

Crown Street Primary School - For VSC, 26 (54%) of the 48 windows assessed would meet the BRE criteria, 11 (23%) windows would experience an alteration between 20-30%, 4 (8%) an alteration between 30-40% and 7 (15%) windows alterations in excess of 40% from the baseline value. For NSL, 15 (94%) of the 16 rooms assessed would meet the BRE criteria and one (6%) room would experience an alteration between 20-30% from the baseline value. The BRE guidance is primarily intended to be used to assess daylight to dwellings. However, the guidance may also be applied to existing non-domestic buildings that have a reasonable expectation for daylight, such as schools, although this is not its foremost intention. As such, educational establishments are less sensitive to changes in daylight than residential dwellings. Crown Street Primary School has very low baseline levels due to its low scale relative to the height and density in the area. This places a high burden on the development site to maintain already low levels of daylight. Given the above, overall, the effect on daylight to this property is considered to be minor adverse and acceptable in this City Centre location.

Sunlight

The BRE Guide sets the following criteria:

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

The impacts on the buildings around the site can be summarised as follows:

Hill Quays - 87 (100%) of the 87 rooms assessed would meet the BRE criteria for annual and winter PSH.

Lumiere - 56 (100%) of the 56 rooms assessed would meet the BRE criteria for annual and winter PSH.

Deansgate Square - 541 (59%) of the 913 rooms would meet the BRE criteria. For annual PSH, 36 (4%) rooms would experience an alteration between 20-30%, 50 (6%) rooms an alteration between 30-40% and 189 (21%) rooms alterations in excess of 40%. For winter PSH, 292 (32%) rooms would experience an alteration in excess of 40%. As the site is underdeveloped in the baseline scenario, the homes in Deansgate Square overlooking the site benefit from higher baseline sunlight levels than would typically be expected. Furthermore, as the site has been proposed for redevelopment in the SRF for several years, the residents of Deansgate Square will have an expectation of high-density development coming forward. As such, given the context of the area, good levels of sunlight would be received once the proposal is in place. The effect on sunlight to this property is considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

City South - 15 (100%) of the 15 rooms assessed would meet the BRE criteria for annual and winter PSH.

Deansgate Quay - 17 (71%) of the 24 rooms assessed would meet the BRE criteria. For annual PSH, 7 (29%) rooms would experience an alteration in excess of 40%. For winter PSH, 7 (29%) rooms would experience an alteration in excess of 40%. The property has low baseline sunlight levels as rooms facing the site are typically single aspect with deep floorplates and several rooms are located beneath balconies. This places a high burden on the site. Due to the low baseline figures, all of the rooms which do not meet the annual PSH have baseline levels below the target, whilst all but two rooms for winter PSH do not meet the baseline criteria, thus making it difficult for the proposal to comply with the target criteria given the context of the site and the emerging height and density in the locality. The effect on sunlight to this property is considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

Castle Wharf - 82 (82%) of the 100 rooms assessed would meet the BRE criteria. For annual PSH, 5 (5%) rooms would experience an alteration between 30-40% and 10

(10%) in excess of 40%. For winter PSH, 17 (17%) rooms would experience an alteration in excess of 40%. Seven rooms receive low baseline annual PSH levels, which places a burden on the site to maintain existing sunlight levels. Given the context of the site and the emerging height and density in the area, this is difficult. The levels achieved with the proposal in place are considered to be appropriate in context to the locality and commensurate with other residential developments in Manchester. The effect on sunlight to this property is considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

Castlegate - Four (57%) of the seven rooms would meet the BRE criteria. For annual PSH, 4 (57%) rooms would experience an alteration between 20-30%. For winter PSH, 4 (57%) rooms would experience an alteration in excess of 40%. Castlegate has a number of deep, single aspect rooms with overhanging or inset balconies facing the site. These balconies constrain the level of sunlight received to rooms so, despite the site being underdeveloped in context to the emerging scale and massing in the locality, the baseline levels are low. This places a burden on the site to maintain existing levels and, given the context of the area and emerging height and density in the locality, it is inevitable that low baseline levels will lead to deviations from the target criteria. The effect on sunlight to this property is considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

Castle Quay - 10 (83%) of the 12 rooms assessed would meet the BRE criteria. For annual PSH, 2 (17%) rooms would experience an alteration between 20-30%. For winter PSH, 2 (17%) rooms would experience an alteration in excess of 40% from the baseline value. The number of rooms which do not meet the annual and winter PSH target is limited in relation to the property as a whole, and the remaining rooms would continue to receive sunlight levels well in excess of the target criteria. Given the above, the effect on sunlight to this property is considered to be minor adverse and acceptable in this City Centre location.

Blade - 47 (100%) of the 47 rooms assessed would meet the BRE criteria for annual and winter PSH.

Three60 - 96 (100%) of the 96 rooms assessed would meet the BRE criteria for annual and winter PSH.

Elizabeth Tower - 195 (100%) of the 195 rooms assessed would meet the BRE criteria for annual and winter PSH.

Plot F, Great Jackson Street - 368 (100%) of the 368 rooms assessed would meet the BRE criteria for annual and winter PSH.

Plot G, Great Jackson Street - 185 (100%) of the 185 rooms assessed would meet the BRE criteria for annual and winter PSH.

Deansgate South - 21 (100%) of the 21 rooms assessed would meet the BRE criteria for annual and winter PSH.

Bridgewater House - 3 (12%) of the 25 rooms assessed would meet the BRE criteria. For annual PSH, 22 (88%) rooms would experience an alteration in excess of 40%. For winter PSH, 1 (4%) rooms would experience an alteration between 30-40% and 15 (60%) in excess of 40%. This property is recently consented but not under construction, so is not yet occupied. As such, there are no occupants to notice any reduction in daylight brought about by the proposal and they would be aware at the time of taking occupation that the site is proposed for redevelopment. This property therefore has a lower sensitivity to change and, in context to the Great Jackson Street Development Framework, lower sunlight levels should be anticipated given the height and density of the surroundings. As such, whilst there are deviations from the BRE target criteria, they are considered acceptable given the lower sensitivity of the property and its low-rise nature in context to its surroundings. The effect on sunlight to this property is considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

Crown Street Primary School - 12 (80%) of the 15 rooms would meet the BRE criteria. For annual PSH, 3 (20%) rooms would experience an alteration in excess of 40%. For winter PSH, 3 (20%) rooms would experience an alteration in excess of 40% from the baseline value. The number of rooms which do not meet the BRE criteria is limited. Furthermore, as the building is an educational establishment rather than a residential dwelling, it is less sensitive to changes in sunlight. The effect on sunlight to this property is considered to be minor adverse and acceptable in this City Centre location.

Overshadowing

The amenity areas of Crown Street Phase 2, Plot F Great Jackson Street and Deansgate Square have been assessed for overshadowing using Sun Hours on Ground (SHOG).

Crown Street Phase 2 – The BRE criteria are met with the proposed development in place, with little change to the amount of sunlight that the amenity areas in Crown Street Phase 2 would receive. The proposal would therefore have a negligible impact on this area.

Plot F, Great Jackson Street – Two out of the three amenity areas tested here would meet the BRE criteria. The remaining amenity area receives very low baseline sunlight levels, meaning that deviations from the target criteria are inevitable given the context of the site and emerging height and density in the area. Users of the amenity areas to Plot F, Great Jackson Street would have access to the other two spaces which will continue to receive sunlight in accordance with the BRE criteria. The effect on overshadowing to Plot F is therefore considered to be minor adverse and acceptable in this City Centre location.

Deansgate Square - The baseline levels for two amenity areas to Deansgate Square are low, receiving 41% and 16% Sun Hours on Ground on 21 March without the

proposed development in place. Given the context of the site and emerging height and density in the locality, the reductions brought about by the proposed development are proportionally much greater than were these amenity areas to meet the published BRE targets in the baseline scenario. The third amenity area receives 99% Sun Hours on Ground in the existing scenario and is reduced to 0% with the proposed development in place. The existing site conditions are a material consideration in understanding the impacts on Deansgate Square in context. The site is underdeveloped in the baseline scenario, meaning that the amenity area facing the site benefits from much higher baseline daylight levels than would typically be expected in a city centre environment. Furthermore, as the site has been proposed for redevelopment in the SRF for several years, the residents of Deansgate Square should have an expectation of high-density development coming forward. Reductions in sunlight to this amenity area have previously been accepted under the extant consent for the site and it is considered that the reductions would be similar to those under the extant consent. The effect on overshadowing to this amenity area is considered to be moderate adverse. Given the above, the level of harm is not considered to be of a magnitude that would warrant refusal of this planning application and it would be acceptable in this City Centre location.

The above results for daylight, sunlight and overshadowing should be considered in the context of a site that has had low level buildings on it for years and buildings that overlook it have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the baseline situation does not present the usual baseline situation that would be encountered in a city centre. These factors mean that it is inevitable that there would be a degree of obstruction to the levels of daylight and sunlight to the surrounding residential buildings.

There would be some impact on daylight and sunlight but overall, given the small scale of these effects, the City Centre location and the context of the site, the impacts are not considered to be significant, do not require further mitigation and the impact of the proposal would be acceptable and in line with para 129c of the NPPF.

Overlooking

There are no prescribed separation distances between buildings in the City Centre where developments are denser and closer together than in suburban locations. The Great Jackson Street Framework seeks separation distances of circa 20m for higher density developments. The two pairs of towers would have separation distances of 29m between their long elevations. Between the gable ends of the towers, Towers E1 and C8 would have a separation distance of 45m and Towers E2 and C7 would have a distance of 48m. This exceeds the guidance set out within the Manchester Residential Quality Guidance (2017). The towers would have a minimum of 20m separation distance between them and the main elevations of the surrounding developments. The sawtooth form allows for views out of the building to be oriented away from the opposing tower. The separation distances are acceptable in the City Centre and the proposal would not have a detrimental impact in terms of overlooking on residential properties near the site.

Solar Glare

A Solar Glare Impact Assessment has assessed the impact of glare from the facades of the proposal on 17 locations which are sensitive for road users. The assessment is based on a worst-case scenario, which includes assuming clear skies and high reflectivity glazing. The impact on 15 of the locations was found to be minor adverse and not significant. Two locations (Melbourne Street junction with Great Jackson Street and Mancunian Way westbound) are considered to experience moderate adverse effects overall. Given the potential impacts, the following mitigation measures have been incorporated into the detailed design façade:

- Angled facades for the towers which reflect light at different times of the day and year from smaller areas of the façade at any one time;
- Anodised aluminium panels with a non-specular finish (a finish that reduces the reflectivity of the surface) to break up reflections; and
- Ventilation panels to break up reflections.

An additional study has been undertaken to ensure that the reflections that do occur are low intensity and below the threshold for glare. Visible Light Reflectance (VLR) is the measurable amount of visible light that is reflected out by glazing. Glazing with a low VLR means that most of the daylight is passing through the window rather than being reflected. The maximum Visible Light Reflectance (VLR) for the glazing on the Great Jackson Street elevation of the Plot E2 podium is 16%. Glazing below these VLR thresholds would not result in glare and therefore would not impact the visibility of drivers at the two locations where significant effects have been reported, the impact at these two locations would be reduced to minor adverse and not significant.

(b) Wind

A wind microclimate study has assessed the different scenarios that the phasing of the development could result in. The scheme has been designed using specialist wind engineering advice and incorporates wind mitigation measures as an integral part of the architectural and landscaping design, including the following:

- Balustrades – 1.5m tall, modelled as 50% porous;
- Hedging – 1m tall, within 0.5m planters;
- 50% porous screening – 4m tall, 2m wide;
- 50% porous screening – 2.5m tall, 2m wide;
- Green wall / porous screening – 3.7m tall;
- 50% porous screening – 2.5m tall;
- Planters – 0.5m tall; and
- Trees – 4.5m tall, evergreen.

The following sensitive receptors have been identified and assessed: all pedestrian circulation routes, building entrances, waiting areas (e.g., bus stops and pick-up/drop off points) and leisure open areas in the surrounding vicinity and within the site. In terms of the pedestrian safety assessment, impacts from wind on all receptors is negligible and therefore not significant. In terms of pedestrian comfort, impacts from wind on all receptors, other than the roof terraces within the development, is negligible and therefore not significant. Some areas of the private external roof terraces would be only suitable for walking in summer, therefore, seating has only been proposed in areas where the wind conditions are suitable for at least standing /

short periods of sitting in summer. At the entrance to Phase 3 on the Level 2 terrace, local shelter in the form of side screens is expected to be required to improve the wind comfort conditions at this particular location. These mitigation measures would result in wind conditions that would not be significantly detrimental. The above results are conservative as the CFD wind simulations have not included any landscaping across the private terraces, the inclusion of which could mitigate wind effects.

With regard to the neighbour comment regarding the lack of assessment of Deansgate Square roof terrace, the impact of the proposals on the roof terrace has been reviewed through a qualitative assessment of i) the ground level wind conditions for the 'Baseline'; ii) the ground level wind conditions with the proposed development in place; and iii) the wind conditions across the elevated levels at the top of the podium of the proposed building (which is adjacent to the roof terrace at Deansgate Square). The original 'wind microclimate' study in support of the application for Deansgate Square has been reviewed, which quantitatively assessed the wind conditions across its roof terrace: this study concluded that, during the summer months, the wind conditions on the terrace were suitable, at best, for 'standing' / 'short periods of sitting'.

The current proposal is likely to 'shield' the roof terrace at Deansgate Square but could increase the level of gustiness, particularly under the prevailing southerly and westerly wind directions: these two effects are expected to compensate each other.

Taking the above into consideration, it is expected that the wind conditions across the roof terrace at Deansgate Square would remain similar to the ones predicted at the time of the planning application for Deansgate Square.

Concerns have been raised regarding the impact on roof terraces on the podiums of towers C7, C8, E1 and E2. Further information has confirmed that there would not be any unsafe wind conditions on accessible areas, which have a 1.5m glass balustrade around them.

Given the above, whilst there would be some impact on the pedestrian environment in terms of safety and comfort, it is considered that, with appropriate mitigation these would be acceptable.

(c) Air Quality

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

Impacts of road traffic on air quality were also assessed. Overall, the impact on the surrounding area from additional NO² concentrations is considered to be minor adverse, with 5 out of 40 locations exceeding the Air Quality Objective (AQO). The above impacts overestimate actual pollutant concentrations expected when the

development would be fully operational in 2032 and do not consider future improvements to background concentrations and vehicle emissions predicted by DEFRA. An additional scenario was undertaken to reflect future improvements to background concentrations resulting from higher vehicle emission standards. During a mid-year scenario of 2027, operational impacts were predicted to be negligible at all 40 receptor locations considered. This suggests moderate adverse impacts are unlikely to be present during the first occupation or following completion of the proposal in 2032.

The Air Quality Assessment concludes that no specific mitigation measures are required for the homes and the proposal incorporates measures to reduce air quality impacts to comply with Core Strategy Policy EN16, including: up to 20% Electric Vehicle Charging Points on a demand-led basis; 100% cycle parking spaces; improvements to pedestrian and cycle links; and Travel Plan implementation.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses and conditions should be attached to ensure this.

(d) Noise and vibration

Noise during construction would be controlled using mitigation measures in line with BS 5228, such as acoustic screening and low noise and construction methods.

When the development is occupied, the acoustic specification of the homes would limit noise ingress from the main sources of external noise, particularly from roads, and the ground floor amenity areas. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the homes are acceptable. It has been demonstrated that the insulation scheme would not cause overheating in the homes. This would be verified prior to occupation.

Subject to compliance with conditions in relation to the hours during which servicing can take place, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration and would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

(e) TV reception

A baseline Television Reception Survey found that the proposal could have an impact on the television signal for properties within the immediate shadow zone within 1km of the proposal. The shadow zone would partially overlap with the shadow zone generated by the Trinity Island and Crown Street developments, increasing its width and length marginally. Additional impact caused by the proposal would not significantly exacerbate the current baseline scenario for dwellings located beyond 1km. A condition requiring pre- and post-construction surveys and any mitigation measures should ensure that any mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception that cannot be mitigated against.

(f) Vehicle Movements

A Transport Assessment has considered the impact of the proposals on the highway network and, whilst it would introduce additional vehicle movements these would not have a significant adverse impact on highway safety. The level of parking is acceptable, and the site is close to alternative transport means.

Provision of a Well-Designed, Inclusive Environment

The homes would be a mix of sizes that could attract a range of occupants and help to foster a mixed community. Public realm and private residential amenity spaces and facilities would be provided. High quality materials are proposed for the buildings and public realm.

The public realm would integrate with other areas of public realm nearby. The development would increase activity and vitality and increase passive surveillance. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would meet the Historic England guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, T1, H1, EN1, EN2, EN3, EN9, EN11, EN16, CC5, CC6, CC9 and CC10 of the Core Strategy, saved UDP policies DC18, DC19, DC20 and DC26 and PfE Policies JP-H1, JP-C1, JP-P2 and JP-S5.

Relationship to Transport Infrastructure

A Transport Assessment concludes that the proposal would not have a significant impact on traffic and network capacity. The site is close to bus routes and bus stops, Oxford Rd and Deansgate Railway Stations and Metrolink services at Deansgate-Castlefield. There are good pedestrian and cycle links and the proposal would introduce further pedestrian and cycle linkages. The scheme would introduce services and amenities in addition to the services and amenities that are nearby.

In terms of the comments made by Active Travel England, there would be a section of shared cycle/footway on Melbourne Street which is considered to be acceptable given the predicted number of cyclists that would use it. It is considered to be reasonable that any detailed highway design changes following a Road Safety Audit can be required via a condition.

The proposal would provide 100% cycle parking. Other improvements to the pedestrian/cyclist environment include:

- Upgraded footways;
- Widened carriageway on Silvercroft Street to allow for safer movement of cyclists;
- Tactile paving and dropped kerbs at all crossings.
- 5.5m carriageway and raised carriageway table on Great Jackson Street to encourage low speeds and facilitate pedestrian movements across the road;

- Traffic calming (including a speed hump and other measures) on Melbourne Street slip road to encourage low speeds;
- Shared use (cyclists and pedestrians) along the southern footway; and
- New signalised pedestrian crossing on Melbourne Street.

A Framework Travel Plan (TP) sets out a package of practical measures to reduce the transportation and traffic impact, including the appointment of a Travel Plan coordinator, the provision of information about public transport, walking and cycling and car sharing clubs. The Plan would encourage people to choose alternative modes over single occupancy car use and where possible reduce the need to travel.

Conditions should require highway works; Stage 1 and Stage 2 road safety audits; a Travel Plan; Electric Vehicle Charging points (EVCs); visually permeable boundary treatments; a servicing strategy; management strategies for takeaway deliveries, food/parcel deliveries and waste management; a dilapidation survey; and a Construction Management Plan.

Given the above, it is considered that the proposal would improve the transport infrastructure, giving priority to pedestrians and cyclists and minimising the scope for conflicts between pedestrians, cyclists and vehicles in line with paragraph 116 of the NPPF.

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

Waste and Recycling

The bin stores would be on the ground floor of each block, with access to on-street collection points. Each home would have bins for general waste; pulpable waste; and co-mingled recyclables and residents would take it to a tri-separator chute on each floor. Food waste would be bagged and taken to a bin store on the ground floor of each tower. Each tower would have the following waste storage for residential use:

Tower E1 - 46 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower E2 - 46 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower C7 - 43 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Tower C8 - 43 no. total Eurobins – 50% general refuse, 2% organic, 24% paper/card, 24% plastic/metal/glass.

Waste collection would be supervised by the on-site management team with bins being brought out immediately prior to collection and returned immediately after to ensure areas are kept clean. Waste would be collected weekly. A condition should

ensure adequate waste storage and management. Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

Access into and throughout the proposal would be level, a minimum of 5% of parking spaces would be fully accessible and 10% of homes would be wheelchair adaptable. The proposal would be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The homes would bring additional vitality to the area. Windows would overlook all frontages which would enliven the street scene and provide natural surveillance. A Crime Impact Statement provides detailed measures that would be incorporated into the scheme which would be secured via a condition. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Green and Blue Infrastructure

The proposals include high quality public realm with planting. Trees would be planted on street and in the public realm and a lawned area would be provided. The proposal would create 0.466ha of public realm and would complement that which has been delivered at Deansgate Square and Crown Street. It would enhance linkages between these two areas and to the rest of the Great Jackson Street area. The proposal would increase the green infrastructure and improve access to the River Medlock and is consistent with the Manchester Green and Blue Infrastructure Strategy 2015.

Ecology and Biodiversity

An Ecological Survey found that one building has low potential for bat roosting and a dusk/dawn survey should be undertaken. The site has some potential for nesting birds but there are no significant ecological constraints and the proposal would deliver and safeguard habitats for wildlife such as birds and bats. A Biodiversity Net Gain (BNG) assessment shows that the scheme would result in an overall gain in area based habitats and recommends that some scrub be included in the landscape scheme to comply with the trading rules. The application was submitted prior to 10% net gain becoming mandatory so this would not be a reason to refuse the application. The scheme results in a net loss of hedgerow and the assessment recommends that “70 metres of native hedgerow managed to ‘poor’ condition is required at the site” or off-site provision be made to achieve a net gain. The applicant has therefore agreed to make an off-site contribution via a S106 agreement. Conditions would ensure the protection of nesting birds and to secure ecological enhancements.

Contaminated Land and Impact on Water Resources

A Phase 1 Preliminary Risk Assessment shows the possibility of some on site contamination. A condition should ensure that adequate measures are undertaken to

prevent risks from contamination and requiring a verification report following completion of site works. In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

Flood Risk

The site is in Flood Zone 1, which has a low probability of fluvial and tidal flooding. The risks of flooding from other types of flooding such as canal and groundwater are low. The proposed uses are appropriate and conditions should require the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposal with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework, Core Strategy policy EN14 and PfE Policy JP-S4.

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at gateway one through the planning process should not duplicate matters that should be considered through building control. HSE are content with the proposals from a fire safety perspective.

Summary of Climate Change Mitigation

Ecosystems and biodiversity help to regulate the climate. The landscaping would improve biodiversity and enhance wildlife habitats. Measures such as bat and bird boxes would be required via a planning condition.

The proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets in the Core Strategy. An enhanced 'fabric-led' material specification, renewable energy generation, including the use of air source heat pumps, plus high-quality design and construction standards would improve the buildings energy efficiency. In accordance with Core Strategy Policies EN 4 and EN 6 and PfE Policy JP-S2, the energy strategy would secure 74.92% (Buildings C7 and C8) and 74.08% (Buildings E1 and E2) betterment over Building Regulations Part L1a 2021.

The building would utilise a full electric strategy. Reduced energy demand to meet the carbon reduction targets would be achieved through the following design measures and low carbon technology options: high performance thermal insulation; low air permeability; maximising solar control to mitigate overheating risks; heat recovery ventilation systems (MVHR); high efficiency LED lighting; and air source heat pumps.

The proposal is designed to reduce mains/potable water consumption and includes the following water efficient design and equipment: 'A' rated appliances for

dishwashers and washing machines for their water saving capabilities; specification of efficient water fixtures throughout the scheme (low flow taps and dual flush WCs); low volume / high efficiency sanitary fixtures would be specified to achieve a 50% reduction over the Building Research Establishment's baseline performance; and the sanitary fixtures specified would achieve a calculated daily consumption of <105 litres/person/day.

Waste arising during construction and occupation/operation would be minimised.

The development would be highly accessible by sustainable modes of transport. There would be 1746 cycle spaces, 103 Electric Vehicle Charging points, improvements to pedestrian access and the implementation of a Travel Plan. The Framework Travel Plan sets out measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

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

Response to Neighbour Representations

It is considered that the majority of the grounds of objection have been addressed in the report. However, further comments are provided below:

Increase in Traffic/inadequate road infrastructure/Parking – The proposal includes around 30% parking provision, with up to 20% of those providing EV charging points, which reflects this highly accessible location. It includes 100% cycle provision and is supported by a Framework Travel Plan which aims to minimise car trips and encourage residents, staff and visitors to use sustainable transport. The barriers on Owen Street are not currently present but red lines are in place. Adherence to these parking restrictions and vehicular access is managed by 24-hour security presence. There are physical measures in place such as trees, street lighting and furniture on Owen Street that prevent vehicles encroaching onto the footway. Pedestrian and cycle provision would be enhanced. Demand for the loading bays and drop-off areas has been based on Trip Rate Information Computer System (TRICS) data for servicing vehicles, which is the industry standard.

Too many car park entrances create ugly frontages – A car park entrance is proposed for each building to allow the car parks to be managed independently. They take up a small part of the elevations and their appearance would be controlled by condition.

The Green (Sterile and Boring) - The Green would be a transition between the hard landscape at Deansgate Square and the park at Crown Street. It would provide a significant amount of green accessible public realm, with shrub and tree planting.

Active Frontages – 1,103 sq. m of commercial space is proposed mainly fronting the public realm and also providing some activity to the other elevations. It would enhance the area and foster a safer accessible environment.

Rights of Way - The proposed route would be open and accessible at all times and would only be partially closed during construction. TRO would be sought for any temporary road closures.

Lack of Residential Variety – There would be a mix of 1, 2 and 3 bed properties. The active uses and public realm provides services and external amenity space for residents. There are also roof terraces and internal amenity space in each building.

Lack of infrastructure – A Human Health Assessment has been undertaken. When taking into account the doctors' surgery and Primary School, and a number of other schools being within 1 mile of the site, provision of GPs and educational provision would be acceptable.

Loss of Light/Incomplete Assessment – The planting in the green spaces has been selected to be suitable to the levels of daylight/sunlight that would be experienced. All affected windows and rooms and amenity spaces have been assessed. Including windows and rooms that face away from the proposal would inflate the overall compliance figures incorrectly, so only those which face the proposed buildings and have potential to be affected are assessed. The consented buildings in the area are included to understand the cumulative impact. The play area to the school would not be affected.

Impact on Mental Health due to windy and dark green spaces – It is considered that the proposal would have an acceptable impact on the wind and daylight/sunlight and would provide a green space.

Loss of View – This is not a material planning consideration but the amenity aspects of the scheme have all been considered..

Structural Safety – All the towers are founded on the underlying sandstone which lies beneath most of Manchester and the Northwest. The zone of pressure under each tower does not interact with the any of the adjacent towers. The British Geological Society classifies the UK as 'Low' to 'Very Low' with respect to Seismic activity. As a result, there is no requirement for seismic design.

Loss of Padel Courts - The padel courts were a temporary meanwhile use and only had temporary planning permission.

Urban Heat Island – The scheme includes sustainable design features, including designing to avoid the need for mechanical cooling, low carbon technology such as high efficiency heat pumps, a full electric heating strategy, and capacity for EV vehicle parking.

Inaccuracies in Reports – The Curtins report is based on the number of apartments rather than the heights of the buildings.

Conclusion

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

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

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

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

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

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

Other Legislative Requirements

Equality Act 2010

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

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

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

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

Recommendation **MINDED TO APPROVE subject to a legal agreement for a review mechanism for a financial contribution towards off site affordable housing and for off-site bio-diversity mitigation**

Article 35 Declaration

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

Condition(s) attached to this decision

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

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

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

Z1-SHP-Z460-PL-GRD-B5D801 X02 Planning Application Boundary
Z1-SHP-Z460-PL-GRD-B5D802 X01 Planning Application Boundary - Neighbouring PA Interfaces
Z1-SHP-G100-PL-GRD-B5D811 X01 Application Boundary Plan - Surrounding Site Boundaries
Z1-SHP-G100-PL-GRD-B5D812 X01 Zone 1 - Phasing Plan - Ground Level
Z1-SHP-G100-PL-GRD-B5D813 X01 Zone 1 - Crown Street Phase 3 - Phasing Plan
Z1-SHP-G100-PL-B1-B5D811 X01 Zone 1 - Phasing Plan - Basement

Z1-SHP-G100-PL-B1-B5D812 X01 Zone 1 - Crown Street Phase 3 - Phasing Plan – Basement

Z1-SHP-G100-PL-GRD-B5D821 X01 Zone 1 - Existing Site Plan

Z1-SHP-JC20-PL-GRD-B5D801 X01 Zone 1 - Demolition Plan

Z1-SHP-G100-PL-B1-B5D801 X01 Zone 1 - Basement Level 01 - Site Plan

Z1-SHP-G100-PL-B2-B5D801 X01 Zone 1 - Basement Level 02 - Site Plan

Z1-SHP-G100-PL-B3-B5D801 X01 Zone 1 - Basement Level 03 - Site Plan

Z1-SHP-G100-PL-GRD-B5D801 X02 Zone 1 - Ground Floor - Site Plan

Z1-SHP-G100-PL-01-B5D801 X01 Zone 1 - Level 01 - Site Plan

Z1-SHP-G100-PL-02-B5D801 X01 Zone 1 - Level 02 - Site Plan

Z1-SHP-G100-PL-03-B5D801 X01 Zone 1 - Level 03 - Site Plan

Z1-SHP-G100-PL-23-B5D801 X01 Zone 1 - Level 23 - Site Plan

Z1-SHP-G100-PL-40-B5D801 X01 Zone 1 - Level 40 - Site Plan

Z1-SHP-G100-PL-46-B5D801 X01 Zone 1 - Level 46 - Site Plan

Z1-SHP-G100-PL-50-B5D801 X01 Zone 1 - Level 50 - Site Plan

Z1-SHP-G100-PL-RF-B5D801 X01 Zone 1 - Roof - Site Plan

Z1-SHP-G100-EL-XX-B5D801 X02 Zone 1 - Contextual Elevation - North

Z1-SHP-G100-EL-XX-B5D802 X02 Zone 1 - Contextual Elevation - South

Z1-SHP-G100-EL-XX-B5D803 X02 Zone 1 - Contextual Elevation - East

Z1-SHP-G100-EL-XX-B5D804 X02 Zone 1 - Contextual Elevation – West

Z1-SHP-G100-EL-XX-B5D820 X02 Zone 1 - Podium - Tower C7 & E2 - South Elevation

Z1-SHP-G100-EL-XX-B5D821 X02 Zone 1 - Podium - Tower C7 & E2 - North Elevation Courtyard

Z1-SHP-G100-EL-XX-B5D822 X02 Zone 1 - Podium - Tower C8 & E1 - South Elevation Courtyard

Z1-SHP-G100-EL-XX-B5D823 X02 Zone 1 - Podium - Tower C8 & E1 - North Elevation

Z1-SHP-G100-EL-XX-B5D824 X02 Zone 1 - Podium - Tower E1 & E2 - East and West Elevation

Z1-SHP-G100-EL-XX-B5D825 X02 Zone 1 - Podium - Tower C7 & C8 - East and West Elevation

Z1-SHP-G200-SE-XX-B5D801 X01 Zone 1 - Cross Section

Z1-SHP-G251-DE-XX-B5D801 X02 Zone 1 - Podium -Typical colonnade / retail unit elevation

Z1-SHP-G251-DE-XX-B5D802 X02 Zone 1 - Podium -Typical BOH / car park ramp elevation

Z1-SHP-G251-DE-XX-B5D803 X02 Zone 1 - Podium -Typical BOH retail elevations

Z1-SHP-G251-DE-XX-B5D804 X02 Zone 1 - Podium -Typical entrance detail

Z1-SHP-G251-DE-XX-B5D810 X02 Zone 1 - Podium - Section Detail - Sections A & B

Z1-SHP-G251-DE-XX-B5D811 X02 Zone 1 - Podium - Section Detail - Sections C & D

C7-SHP-G200-PL-B1-B5D801 X 01 Tower C7 - Basement Level 01 - General Arrangement

C7-SHP-G200-PL-B2-B5D801 X 01 Tower C7 - Basement Level 02 - General Arrangement

C7-SHP-G200-PL-B3-B5D801 X 01 Tower C7 - Basement Level 03 - General Arrangement

C7-SHP-G200-PL-GRD-B5D801 X02 Tower C7 - Ground Floor - General Arrangement
C7-SHP-G200-PL-01-B5D801 X 01 Tower C7 - Level 01 - General Arrangement
C7-SHP-G200-PL-02-B5D801 X 01 Tower C7 - Level 02 - General Arrangement
C7-SHP-G200-PL-XX-B5D811 X 01 Tower C7 - Typical Plan 1A - General Arrangement
C7-SHP-G200-PL-XX-B5D812 X 01 Tower C7 - Typical Plan 1B - General Arrangement
C7-SHP-G200-PL-XX-B5D821 X 01 Tower C7 - Typical Plan 2A - General Arrangement
C7-SHP-G200-PL-XX-B5D822 X 01 Tower C7 - Typical Plan 2B - General Arrangement
C7-SHP-G200-PL-XX-B5D823 X 01 Tower C7 - Typical Plan 2C - General Arrangement
C7-SHP-G200-PL-XX-B5D830 X 01 Tower C7 - Typical Plan 3 - General Arrangement
C7-SHP-G200-PL-50-B5D801 X 01 Tower C7 - Level 50 - General Arrangement
C7-SHP-G200-PL-51-B5D801 X 01 Tower C7 - Level 51 - General Arrangement
C7-SHP-G200-PL-RF-B5D801 X 01 Tower C7 - Roof Level - General Arrangement
C7-SHP-G200-EL-XX-B5D801 X 02 Tower C7 - South and West Elevation
C7-SHP-G200-EL-XX-B5D802 X 02 Tower C7 - North and East Elevation
C7-SHP-G251-DE-XX-B5D801 X 01 Tower C7 - Typical façade bay - Section Details
C7-SHP-G251-DE-XX-B5D802 X 01 Tower C7 - Typical façade bay - Detail elevation
C7-SHP-G251-DE-XX-B5D803 X 01 Tower C7 - Typical façade bay - Detail plan

C8-SHP-G200-PL-B1-B5D801 X 01 Tower C8 - Basement Level 01 - General Arrangement
C8-SHP-G200-PL-B2-B5D801 X 01 Tower C8 - Basement Level 02 - General Arrangement
C8-SHP-G200-PL-B3-B5D801 X 01 Tower C8 - Basement Level 03 - General Arrangement
C8-SHP-G200-PL-GRD-B5D801 X 02 Tower C8 - Ground Floor - General Arrangement
C8-SHP-G200-PL-01-B5D801 X 01 Tower C8 - Level 01 - General Arrangement
C8-SHP-G200-PL-02-B5D801 X 01 Tower C8 - Level 02 - General Arrangement
C8-SHP-G200-PL-XX-B5D811 X 01 Tower C8 - Typical Plan 1A - General Arrangement
C8-SHP-G200-PL-XX-B5D812 X 01 Tower C8 - Typical Plan 1B - General Arrangement
C8-SHP-G200-PL-XX-B5D813 X 01 Tower C8 - Typical Plan 1C - General Arrangement
C8-SHP-G200-PL-XX-B5D814 X 01 Tower C8 - Typical Plan 1D- General Arrangement
C8-SHP-G200-PL-XX-B5D815 X 01 Tower C8 - Typical Plan 1E - General Arrangement
C8-SHP-G200-PL-XX-B5D820 X 01 Tower C8 - Typical Plan 2 - General Arrangement
C8-SHP-G200-PL-50-B5D801 X 01 Tower C8 - Level 50 - General Arrangement
C8-SHP-G200-PL-51-B5D801 X 01 Tower C8 - Roof Level - General Arrangement
C8-SHP-G200-PL-RF-B5D801 X 01 Tower C8 - Roof Level - General Arrangement

C8-SHP-G200-EL-XX-B5D801 X 02 Tower C8 - North and West Elevation
C8-SHP-G200-EL-XX-B5D802 X 02 Tower C8 - South and East Elevation

E1-SHP-G200-PL-B1-B5D801 X 01 Tower E1 - Basement Level 01 - General Arrangement
E1-SHP-G200-PL-B2-B5D801 X 01 Tower E1 - Basement Level 02 - General Arrangement
E1-SHP-G200-PL-B3-B5D801 X 01 Tower E1 - Basement Level 03 - General Arrangement
E1-SHP-G200-PL-GRD-B5D801 X 02 Tower E1 - Ground Floor - General Arrangement
E1-SHP-G200-PL-01-B5D801 X 01 Tower E1 - Level 01 - General Arrangement
E1-SHP-G200-PL-02-B5D801 X 01 Tower E1 - Level 02 - General Arrangement
E1-SHP-G200-PL-XX-B5D811 X 01 Tower E1 - Typical Plan 1A - General Arrangement
E1-SHP-G200-PL-XX-B5D812 X 01 Tower E1 - Typical Plan 1B - General Arrangement
E1-SHP-G200-PL-XX-B5D821 X 01 Tower E1 - Typical Plan 2A - General Arrangement
E1-SHP-G200-PL-XX-B5D822 X 01 Tower E1 - Typical Plan 2B - General Arrangement
E1-SHP-G200-PL-XX-B5D831 X 01 Tower E1 - Typical Plan 3A - General Arrangement
E1-SHP-G200-PL-XX-B5D832 X 01 Tower E1 - Typical Plan 3B - General Arrangement
E1-SHP-G200-PL-XX-B5D833 X 01 Tower E1 - Typical Plan 3C - General Arrangement
E1-SHP-G200-PL-XX-B5D834 X 01 Tower E1 - Typical Plan 3D - General Arrangement
E1-SHP-G200-PL-46-B5D801 X 01 Tower E1 - Level 46 - General Arrangement
E1-SHP-G200-PL-47-B5D801 X 01 Tower E1 - Level 47 - General Arrangement
E1-SHP-G200-PL-RF-B5D801 X 01 Tower E1 - Roof Level - General Arrangement
E1-SHP-G200-EL-XX-B5D801 X 02 Tower E1 - North and East Elevation
E1-SHP-G200-EL-XX-B5D802 X 02 Tower E1 - South and West Elevation
E1-SHP-G251-DE-XX-B5D801 X 01 Tower E1 - Typical façade bay - Section Details
E1-SHP-G251-DE-XX-B5D802 X 01 Tower E1 - Typical façade bay - Detail elevation
E1-SHP-G251-DE-XX-B5D803 X 01 Tower E1 - Typical façade bay - Detail plan

E2-SHP-G200-PL-B1-B5D801 X 01 Tower E2 - Basement Level 01 - General Arrangement
E2-SHP-G200-PL-B2-B5D801 X 01 Tower E2 - Basement Level 02 - General Arrangement
E2-SHP-G200-PL-B3-B5D801 X 01 Tower E2 - Basement Level 03 - General Arrangement
E2-SHP-G200-PL-GRD-B5D801 X 02 Tower E2 - Ground Floor - General Arrangement
E2-SHP-G200-PL-01-B5D801 X 01 Tower E2 - Level 01 - General Arrangement
E2-SHP-G200-PL-02-B5D801 X 01 Tower E2 - Level 02 - General Arrangement
E2-SHP-G200-PL-XX-B5D811 X 01 Tower E2 - Typical Plan 1A - General Arrangement

E2-SHP-G200-PL-XX-B5D812 X 01 Tower E2 - Typical Plan 1B - General Arrangement
E2-SHP-G200-PL-XX-B5D821 X 01 Tower E2 - Typical Plan 2A - General Arrangement
E2-SHP-G200-PL-XX-B5D822 X 01 Tower E2 - Typical Plan 2B - General Arrangement
E2-SHP-G200-PL-XX-B5D831 X 01 Tower E2 - Typical Plan 3A - General Arrangement
E2-SHP-G200-PL-XX-B5D832 X 01 Tower E2 - Typical Plan 3B - General Arrangement
E2-SHP-G200-PL-XX-B5D833 X 01 Tower E2 - Typical Plan 3C - General Arrangement
E2-SHP-G200-PL-XX-B5D834 X 01 Tower E2 - Typical Plan 3D - General Arrangement
E2-SHP-G200-PL-46-B5D801 X 01 Tower E2 - Level 46 - General Arrangement
E2-SHP-G200-PL-47-B5D801 X 01 Tower E2 - Level 47 - General Arrangement
E2-SHP-G200-PL-RF-B5D801 X 01 Tower E2 - Roof Level - General Arrangement
E2-SHP-G200-EL-XX-B5D801 X 02 Tower E2 - South and East Elevation
E2-SHP-G200-EL-XX-B5D802 X 02 Tower E2 - North and West Elevation

PR-TPM-G710-PL-GRD-4156 101 X3 – General Arrangement
PR-TPM-G710-PL-GRD-4156 201 X2 – Planting Plan

Environmental Statement Volume 1 Deloitte June 2023
Environmental Statement Volume 1 Addendum Deloitte April 2024
Environmental Statement Non-Technical Summary Deloitte June 2023
Environmental Statement Non-Technical Summary Addendum Deloitte April 2024
Environmental Statement Volume 2 – Appendix 9.1
(Environmental Noise Study) Fisher Acoustics June 2023
Environmental Statement Volume 2 – Appendix 5.2 (Phasing and Logistics Plan) Renaker June 2023
Environmental Statement Volume 2 – Appendix 6.1 (Air Quality Figures) Enzygo June 2023
Environmental Statement Volume 2 – Appendix 6.2 (Road Traffic Impact Assessment) Enzygo June 2023
Environmental Statement Volume 2 – Appendix 6.3
(Construction Phase Dust Risk Assessment) Enzygo June 2023
Environmental Statement Volume 2 – Appendix 6.4
(Construction Phase Road Traffic Impact Assessment) Enzygo June 2023
Environmental Statement Volume 2 – Appendix 6.5 (Operational Phase Road Traffic Impact Sensitivity Analysis) Enzygo June 2023
Environmental Statement Volume 2 – Appendix 6.6 (EIA Qualifications) Enzygo June 2023
Environmental Statement Volume 2 – Appendix 8.1 (Drawings of Baseline and Proposed Scenario) GIA June 2023
Environmental Statement Volume 2 – Appendix 8.2 (Daylight and Sunlight Results for Baseline and Proposed Scenario) GIA June 2023
Environmental Statement Volume 2 – Appendix 8.3
(Overshadowing Results and Drawings) GIA June 2023
Environmental Statement Volume 2 – Appendix 11.1 (Solar Glare

Assessment) GIA June 2023
 Environmental Statement Volume 2 – Appendix 11.2 (Solar Glare Intensity Summary Note) GIA June 2023
 Environmental Statement Volume 2 – Appendix 12.1 (Maps) Chris Burnett Associates June 2023
 Environmental Statement Volume 2 – Appendix 12.2 (Viewpoint and Townscape Photographs including AVR images) Chris Burnett Associates June 2023
 Environmental Statement Volume 2 – Appendix 12.2A (TVIA Night Time Images) Chris Burnett Associates April 2024
 Environmental Statement Volume 2 – Appendix 12.3 (Visualisation Methodology) Chris Burnett Associates June 2023
 Environmental Statement Volume 2 – Appendix 12.4 (AVR Methodology) Chris Burnett Associates June 2023
 Environmental Statement Volume 2 – Appendix 13.1 (Transport Statement) Curtins June 2023
 Environmental Statement Volume 2 – Appendix 13.2 (Framework Travel Plan) Curtins April 2024
 Environmental Statement Volume 2 – Appendix 14.1 (Wind Microclimate Study) WSP June 2023
 Environmental Statement Volume 2 – Appendix 2.1 (Screening and Scoping Report) Deloitte June 2023
 Environmental Statement Volume 2 – Appendix 2.2 (Committed Developments) Deloitte June 2023
 Environmental Statement Volume 2 – Appendix 5.1 (Planning Programme) Renaker June 2023
 Environmental Statement Volume 2 – Appendix 8.4 (Daylight and Sunlight Addendum) GIA April 2024
 Statement of Consultation Deloitte June 2023
 Design and Access Statement SHP June 2023
 Design and Access Statement Addendum SHP April 2024
 Planning Statement Deloitte June 2023
 Planning and Tall Building Statement Addendum Deloitte April 2024
 Landscaping Management Plan TPM Landscape June 2023
 Landscape Design Statement TPM Landscape June 2023
 Green and Blue Infrastructure Statement Deloitte June 2023
 Lighting Strategy FutureServ June 2023
 Arboricultural Impact Assessment Report (AIA) Godwins June 2023
 Archaeological Desktop Study University of Salford June 2023
 Broadband Connectivity Assessment Pager Power June 2023
 TV Reception Survey Pager Power June 2023
 Safety Assessment (Manchester Airport) Pager Power June 2023
 Crime Impact Statement (CIS) GMP June 2023
 Geo-Environmental Preliminary Risk Assessment WSP June 2023
 Ecology Survey ERAP June 2023
 Bat Survey ERAP October 2023
 Local Labour Agreement Renaker June 2023
 Development Management Strategy Zenith June 2023
 Servicing Strategy (included within Transport Statement) Curtins June 2023
 Site Waste Management Strategy (included within the DAS) SHP June 2023

Ventilation Statement FutureServ June 2023
Flood Risk Assessment and Drainage Strategy Curtins June 2023
Fire Statement (residential only) Tenos June 2023
Heritage Statement Stephen Levrant Heritage Architecture April 2024
Biodiversity Net Gain Assessment ERAP May 2024
Biodiversity Net Gain Assessment Metric ERAP June 2024
Broadband Connectivity Assessment Addendum Pager Power May 2024
Environmental Standards Statement Element Sustainability May 2024
Financial Viability Assessment Roger Hannah April 2024

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

3) The development hereby approved shall be phased in accordance with the following drawing numbers:

Z1-SHP-G100-PL-GRD-B5D813 X01 Zone 1 - Crown Street Phase 3 - Phasing Plan; and

Z1-SHP-G100-PL-B1-B5D812 X01 Zone 1 - Crown Street Phase 3 Phasing Plan – Basement.

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

4) The development hereby approved shall include for full disabled access to be provided to the public realm and via the main entrances to the buildings and to the floors above.

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

5) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1 March and 30 September inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to and agreed in writing by the City Council as local planning authority.

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

6) Prior to the occupation of the development hereby approved an external signage strategy for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved signage strategy shall then be implemented and used to inform any future advertisement applications for the development.

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

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

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval pursuant to Core Strategy policies SP1 and DM1 and to ensure the permanent retention of the accommodation for normal residential purposes.

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) the commercial spaces within the development shall only be used for Use Classes Ea, b, e and / or Use Class Sui Generis (p) and (q).

Reason - To safeguard the amenities of the neighbourhood and ensure active frontages are retained pursuant to Core Strategy policies SP1 and DM1.

9) The commercial units hereby approved shall remain as separate units and shall not be sub-divided or amalgamated without the benefit of planning permission being secured.

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

10) The window(s) to the commercial units hereby approved shall be retained as clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way.

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

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

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

12) Piling or any other foundation designs using penetrative methods shall not be carried out other than with the written consent of the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the proposed piling does not harm groundwater resources in accordance with policy DC18 of the Manchester Core Strategy (2012) and the NPPF.

13) a) Prior to the commencement of the development hereby approved, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated by the applicant in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority..

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

14) a) Prior to the commencement of development within Phase 1, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to Phase 1 shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the Local Planning Authority require further investigation, Phase 1 shall not commence until a scheme for the investigation and the identification of remediation measures (the “**Site Investigation Proposal**”) has been submitted to and approved in writing by the Local Planning Authority.

The approved Site Investigation Proposal shall be carried out, before Phase 1 commences and thereafter a report prepared by the applicant outlining what measures, if any, are required to remediate the land (the “**Site Remediation Strategy**”), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase 1 commences, the development shall be carried out in accordance with the approved Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the

City Council, as Local Planning Authority following the carrying out of the measures in the approved Remediation Strategy.

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 Phase 1 is occupied, then further development shall cease and/or Phase 1 shall not be occupied until a report outlining what measures, if any, are required to remediate the land (the “**Revised Remediation Strategy**” is submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved Revised Remediation Strategy, which shall take precedence over the approved Remediation Strategy or earlier Revised Remediation Strategy (as the case may be).

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.

15) Within Phase 1 of the development hereby approved, no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council as local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development hereby approved shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with policy DC18 of the Manchester Core Strategy (2012).

16) No works shall take place within Phase 1 of the development hereby approved 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 Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

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

- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation.

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

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

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

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

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

17) a) Prior to the commencement of development within Phase 1, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements 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 phases of Phase 1 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; and
- 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 within Phase 1 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

18) (a) Three months prior to the first occupation of Phase 1 of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation of the development.

In this condition, a Local Labour Proposal Framework 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 Framework;
- iii) measures to monitor and review the effectiveness of the Local labour Proposal Framework in achieving the objective of recruiting and supporting local labour objectives

(b). Within 6 months of the first occupation of Phase 1 of the development, a Local Labour Proposal Framework which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Local Labour Proposal Framework approved by the City Council as Local Planning

Authority shall be implemented in full at all times whilst the end use(s) are in operation.

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

19) Prior to the commencement of development within Phase 1, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

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

The development of Phase 1 shall be carried out in accordance with the approved construction management plan.

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.

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

20) Prior to the commencement of development within Phase 1, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

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

The development of that phase shall be carried out in accordance with the approved details.

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

21) Prior to above ground works of development within Phase 1, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (i) Details of the proposed hard landscape materials;
- (ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (iii) Details of the proposed soft landscape 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, including the biodiversity enhancement measures set out in Section 5 of the Bat Activity Survey at Building 1 (Gaddum House) Ref: 2022-117c dated September 2023 by ERAP;
- (v) Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- (vi) Details of the proposed street furniture including seating, bins and lighting; and
- (vii) Details of any external steps and handrails;

b. The above details shall then be submitted to and approved in writing by the City Council as Local Planning Authority and fully implemented in accordance with the approved programme .

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 reasonable opinion of the local planning

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

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy.

22) Prior to the first occupation of Phase 1 of the development, a detailed landscape management plan for that phase shall be submitted to and approved 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 will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development of Phase 1 and remain in place for as long as that phase of the development remains in use.

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

23) a. Prior to the commencement of development within Phase 1, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

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

24) Prior to the commencement of development within Phase 1, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- a) A finalised drainage layout showing all components, outfalls, levels and connectivity;
- b) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- c) Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment (2011), i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- d) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- e) Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for

the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- f) Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- g) Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- h) Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigations shall be carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in the locations and at the proposed depths of the proposed infiltration devices. The proposed attenuation shall achieve half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- i) 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.
- j) CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- k) Hydraulic calculation of the proposed drainage system, including all parameters.
- l) Construction details of flow control and SuDS elements.

The approved details for Phase 1 shall be implemented before first occupation of Phase 1.

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

25) No development within Phase 1 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before first occupation of Phase 1 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. A verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;

c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

26) No construction within Phase 1 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC

27) No development in Phase 1 shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

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

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

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

28) No development shall take place within Phase 1 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for

Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 1 commences.

Reason – In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP.

29) Prior to the commencement of development within Phase 1, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 1 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either before Phase 1 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

30) Prior to the commencement of above ground works within Phase 1 of the development a detailed strategy for the provision of accessible and adaptable dwellings (in line with M4(2)) shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and retained thereafter.

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

31) a) The non-residential premises hereby approved within Phase 1 shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

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 occupation of the non-residential premises within Phase 1, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

32) a. Prior to the commencement of development within Phase 1, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way, Chester Road and Great Jackson Street shall be submitted to and approved in writing by the City Council as local planning authority..

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units in Phase 1 are occupied.

. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

b. A post-completion verification report (including validation that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as Local Planning Authority before any of the dwelling units within Phase 1 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria with the criteria and proposed timescales for the implementation of those measures. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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

33) a) Prior to first occupation of Phase 1, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the equipment. The equipment shall be selected and/or acoustically treated so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of Phase 1, a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the approved details shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

34) The testing of the emergency plant hereby approved within Phase 1 of the development shall be restricted to the following hours and to total no more than 6 hours a year:

Monday to Friday 09:00 to 18:00

Saturday, Sunday and Bank Holiday - No testing to be undertaken.

Testing shall be undertaken no more than once every two months for no more than 30 minutes at a time.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

35) Prior to the first use of external areas to within Phase 1, a schedule of days and hours of operation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development.

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) No external areas within Phase 1 of the development hereby approved shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule to be submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

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

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

37) a) Prior to commencement of Phase 1 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 1 of the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

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

38) a) Prior to commencement of Phase 1 of the development hereby approved, details of the storage and disposal of refuse for the residential uses within Phase 1 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 1 of the development and shall remain in situ whilst the use or development is in operation.

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

39) a) Prior to any above ground works, details of the storage and disposal of refuse for the residential uses within Phase 1 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 1 the development and shall remain in situ whilst the use or development is in operation.

40) During the operational phase of Phase 1 of the development, no loading or unloading shall be carried out on the site outside the hours of:

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

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

41) The commercial units within Phase 1 of the development hereby approved shall not be occupied unless and until the opening hours of the proposed use(s) have been agreed in writing by the City Council as local planning authority. That use(s) thereafter shall not operate outside the approved opening hours.

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

42) Fumes, vapours and odours shall be extracted and discharged from any commercial use within Phase 1 of the development that involves the preparation of hot food in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority before the use(s) commences. Any works undertaken pursuant to the approved scheme shall be implemented in full before the use commences.

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

43) a. External lighting within Phase 1 of the development hereby approved shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.

b. Prior to occupation of Phase 1 of the development hereby approved a verification report to validate that the work undertaken throughout Phase 1 of the development conforms to the recommendations and requirements in the scheme approved in part a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and proposed timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

44) Development within Phase 1 hereby approved shall be carried out in accordance with the recommendations of the Crime Impact Statement Version B: 03/04/23 Reference: 2023/0042/CIS/02 by Greater Manchester Police, as relevant to Phase 1. No building within Phase 1 shall be occupied or used until the City Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

47) a) Before first occupation of Phase 1 of the development hereby approved, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of the first occupation of Phase 1 of the development hereby approved, the results of the monitoring and review processes shall be submitted in writing to the Local Planning Authority and any measures that are identified that can improve the effectiveness of the Framework Travel Plan shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

48) Prior to the first occupation of the residential dwelling within Phase 1 of the development hereby approved, an electric vehicle car parking strategy for the provision of electric car charging to the car parking spaces to be provided for Phase

1 of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority for that phase. The strategy shall include the following details:

- (a) Layout and location of electric vehicle charging points;
- (b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;
- (c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by this permission. Any additional charging points identified as part of that review shall be implemented within two months of approval of the annual review.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of Phase 1 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).

49) Prior to the any above ground works of Phase 1 of the development hereby approved the following relating to that Phase shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- a) A Stage 1 and 2 Road Safety Audit (RSA);
- b) A scheme of highway works based on the above RSA, which shall include the following:
 - i) Proposed extension of Melbourne Street and reconfiguration of Owen Street including any Traffic Regulation Orders;
 - ii) Proposed loading bay
 - iii) Proposed street tree planting;
 - iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;
 - v) Reinstatement of redundant access points as continuous footway
 - vi) Provision of tactile paving and dropped kerbs at junctions serving the site;
 - vii) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).
- c) The highway works approved under part b) of this condition above shall be implemented in accordance with the approved details prior to any part of Phase 1 of the development first being occupied and shall be retained thereafter.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

50) Prior to the first occupation of the residential dwellings within Phase 1 of the development hereby approved, a management strategy for the delivery of food, parcels and other goods to the residential accommodation shall be submitted to and agreed in writing by the City Council as local planning authority. The strategy shall include full details of any highway works (including any traffic regulation orders or other traffic measures) required. The approved strategy shall be implemented in full prior to first occupation of the residential dwellings within Phase 1.

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

51) The Visible Light Reflectance (VLR) for glazing on the Great Jackson Street elevation of the Phase 1 podium (Plot E2) shall not exceed 16 per cent.

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

52) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 1 of the development hereby approved, including the roofs.

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

Phase 2

53) a) Prior to the commencement of development within Phase 2, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to Phase 2 shall be submitted to and approved in writing by the Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

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

The approved Site Investigation Proposal shall be carried out, before the Phase 2 commences and thereafter a report prepared by the applicant outlining what measures, if any, are required to remediate the land (the Remediation Strategy), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase 2 commences, the development shall be carried out in accordance with the approved Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority following the carrying out of the measures in the approved Remediation Strategy.

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 Phase 2 is occupied, then further development shall cease and/or Phase 2 shall not be occupied until a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved Revised Remediation Strategy, which shall take precedence over any approved Remediation Strategy or earlier Revised Remediation Strategy (as the case may be).

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.

54) Within Phase 2 of the development hereby approved, no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council, as Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development hereby approved shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line policy EN14 of the Manchester Core Strategy (2012).

55) No development works shall take place within Phase 2 of the development hereby approved 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 Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
- b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.

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

56) a) Prior to the commencement of development within Phase 2, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction of Phase 2 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; and
- 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 within Phase 2 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

57) (a) Three months prior to the first occupation of Phase 2 of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation of the development.

In this condition a Local Labour Proposal Framework 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 Framework;
- iii) measures to monitor and review the effectiveness of the Local labour Proposal Framework in achieving the objective of recruiting and supporting local labour objectives

(b). Within 6 months of the first occupation of Phase 2 of the development, a Local Labour Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Local Labour Proposal approved by the City Council as Local Planning Authority shall be implemented in full at all times whilst the end use(s) are in operation.

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

58) Prior to the commencement of development within Phase 2, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

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

The development of Phase 1 shall be carried out in accordance with the approved construction management plan.

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.

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

59) Prior to the commencement of development within Phase 2, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation

requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development of that phase shall be carried out in accordance with the approved details.

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

60) Prior to above ground works of the development within Phase 2, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a. Details of the proposed hard landscape materials;
- b. 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;
- c. Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;
- d. 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, including the biodiversity enhancement measures set out in Section 5 of the Bat Activity Survey at Building 1 (Gaddum House) Ref: 2022-117c dated September 2023 by ERAP;
- e. Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- f. Details of the proposed street furniture including seating, bins and lighting;
- g. Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as Local Planning Authority and fully implemented in accordance with the approved programme.

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 reasonable opinion of the Local Planning

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

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy.

61) Prior to the first occupation of Phase 2 of the development, a detailed landscape management plan for that phase shall be submitted to and approved 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 will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development of Phase 2 and remain in place for as long as that phase of the development remains in use.

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

62) a. Prior to the commencement of development within Phase 2, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

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

63) Prior to the commencement of development within Phase 2, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- m) A finalised drainage layout showing all components, outfalls, levels and connectivity;
- n) Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- o) Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- p) An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- q) Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for

the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- r) Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- s) Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- t) Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigations shall be carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in the locations and at the proposed depths of the proposed infiltration devices. The proposed attenuation shall achieve half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- u) 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.
- v) CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- w) Hydraulic calculation of the proposed drainage system, including all parameters.
- x) Construction details of flow control and SuDS elements.

The approved details for Phase 2 shall be implemented before first occupation of Phase 2.

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

64) No development within Phase 2 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before first occupation of Phase 1 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. A verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;

c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

65) No construction within Phase 2 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC

66) No development in Phase 2 shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

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

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

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

67) No development shall take place within Phase 2 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for

Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 2 commences.

Reason – In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP.

68) Prior to the commencement of development within Phase 2, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 2 the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either Phase 2 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

69) Prior to the commencement of above ground works within Phase 2 of the development a detailed strategy for the provision of accessible and adaptable dwellings (in line with M4(2)) shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and retained thereafter.

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

70) a) The non-residential premises hereby approved within Phase 2 shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

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 occupation of the non-residential premises within Phase 2, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

71) a. Prior to the commencement of development within Phase 2, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way, Chester Road and Great Jackson Street shall be submitted to and approved in writing by the City Council as local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units in Phase 2 are occupied.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

b. A post-completion verification report (including validation that the work undertaken throughout Phase 2 the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as Local Planning Authority before any of the dwelling units within Phase 2 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria with the criteria and proposed timescales for the implementation of those measures. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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

72) a) Prior to first occupation of Phase 2, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the equipment. The equipment shall be selected and/or acoustically treated so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of Phase 2, a verification report to validate that the work undertaken throughout Phase 2 of the development conforms to the recommendations and requirements in the approved details shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

73) The testing of the emergency plant hereby approved within Phase 2 of the development shall be restricted to the following hours and to total no more than 6 hours a year:

Monday to Friday 09:00 to 18:00

Saturday, Sunday and Bank Holiday - No testing to be undertaken.

Testing shall be undertaken no more than once every two months for no more than 30 minutes at a time.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

74) Prior to the first use of external areas to within Phase 2, a schedule of days and hours of operation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development.

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.

75) No external areas within Phase 2 of the development hereby approved shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule to be submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

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

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

76) a) Prior to commencement of Phase 2 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 2 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

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

77) a) Prior to any above ground works, details of the storage and disposal of refuse for the residential uses within Phase 2 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 2 the development and shall remain in situ whilst the use or development is in operation.

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

78) a) Before use of each commercial unit within Phase 2 of the development commences, a scheme for the storage and disposal of refuse for that unit shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the scheme approved in part a) above shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

79) During the operational phase of Phase 2 of the development, no loading or unloading shall be carried out on the site outside the hours of:

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

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

80) The commercial units within Phase 2 of the development hereby approved shall not be occupied unless and until the opening hours of the proposed use(s) have been agreed in writing by the City Council as local planning authority. That use(s) thereafter shall not operate outside the opening hours.

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

81) Fumes, vapours and odours shall be extracted and discharged from any commercial use within Phase 2 of the development that involves the preparation of hot food in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority before the use(s) commences. Any works undertaken pursuant to the approved scheme shall be implemented in full before the use commences.

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

82) a. External lighting within Phase 2 of the development hereby approved shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.

b. Prior to occupation of Phase 2 of the development hereby approved a verification report to validate that the work undertaken throughout Phase 2 the development conforms to the recommendations and requirements in the scheme approved in part (a) approved light consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and proposed timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

83) Development within Phase 2 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 03/04/23 Reference: 2023/0042/CIS/02 by Greater Manchester Police, as relevant to Phase 2. No building within Phase 2 shall be occupied or used until the City Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

84) No part of Phase 2 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

85) No part of Phase 2 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

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

86) a) Before first occupation of Phase 2 of the development hereby approved, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the strategy shall outline the

monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of the first occupation of Phase 2 of the development hereby approved, the results of the monitoring and review processes shall be submitted in writing to the Local Planning Authority and any measures that are identified that can improve the effectiveness of the Framework Travel Plan shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

87) Prior to the first occupation of the residential dwelling within Phase 2 of the development hereby approved, an electric vehicle car parking strategy for the provision of electric car charging to the car parking spaces to be provided for Phase 2 of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority for that phase. The strategy shall include the following details:

(a) Layout and location of electric vehicle charging points;

(b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;

(c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by this permission. Any additional charging points identified as part of that review shall be implemented within two months of approval of the annual review.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of Phase 1 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).

88) Prior to the any above ground works of Phase 2 of the development hereby approved the following relating to that Phase shall be submitted to and approved in writing by the City Council as Local Planning Authority:

c) A Stage 1 and 2 Road Safety Audit (RSA);

d) A scheme of highway works based on the above RSA, which shall include the following:

- i) Proposed extension of Melbourne Street and reconfiguration of Owen Street including any Traffic Regulation Orders;
- ii) Proposed loading bay
- iii) Proposed street tree planting;
- iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;
- v) Reinstatement of redundant access points as continuous footway
- vi) Provision of tactile paving and dropped kerbs at junctions serving the site;
- vii) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

c) The highway works approved under part b) of this condition above shall be implemented in accordance with the approved details prior to any part of Phase 1 of the development first being occupied and shall be retained thereafter.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

89) Prior to the first occupation of the residential dwellings within Phase 2, of the development hereby approved, a management strategy for the delivery of food, parcels and other goods to the residential accommodation shall be submitted to and agreed in writing by the City Council as local planning authority. The strategy shall include full details of any highway works (including any traffic regulation orders or other traffic measures) required. The approved strategy shall be implemented in full prior to first occupation of the residential dwellings within Phase 2.

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

90) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 2 of the development hereby approved, including the roofs.

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

Phase 3

91) a) Prior to the commencement of development within Phase 3, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to Phase 3 shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the Local Planning Authority require further investigation, Phase 3 shall not commence until a scheme for the investigation and the identification of remediation measures (the “**Site Investigation Proposal**”) has been submitted to and approved in writing by the Local Planning Authority.

The approved Site Investigation Proposal shall be carried out, before Phase 3 commences and thereafter a report prepared by the applicant outlining what measures, if any, are required to remediate the land (the “**Site Remediation Strategy**”), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase 3 commences, the development shall be carried out in accordance with the approved Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council, as Local Planning Authority following the carrying out of the measures in the approved Remediation Strategy.

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 Phase 3 is occupied, then further development shall cease and/or Phase 3 shall not be occupied until a report outlining what measures, if any, are required to remediate the land (the “**Revised Remediation Strategy**”) is submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved Revised Remediation Strategy, which shall take precedence over the approved Remediation Strategy or earlier Revised Remediation Strategy (as the case may be).

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.

92) Within Phase 3 of the development hereby approved, no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council as local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development hereby approved shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with policy DC18 of the Manchester Core Strategy (2012).

93) No works shall take place within Phase 3 of the development hereby approved 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 Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes:
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
- b. A programme for post-investigation assessment to include production of a final report on the results of the investigations and their significance.
- c. Deposition of the final report with the Greater Manchester Historic Environment Record.
- d. Dissemination of the results of the archaeological investigations commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.

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

94) a) Prior to the commencement of development within Phase 3, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction phases of Phase 3 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;
- and
- 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 within Phase 3 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

95) (a) Three months prior to the first occupation of Phase 3 of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation of the development.

In this condition a Local Labour Proposal Framework 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 Framework;
- iii) measures to monitor and review the effectiveness of the Local labour Proposal Framework in achieving the objective of recruiting and supporting local labour objectives

(b). Within 6 months of the first occupation of Phase 3 of the development, a Local Labour Proposal Framework which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Local Labour Proposal Framework approved by the City Council as Local Planning Authority shall be implemented in full at all times whilst the end use(s) are in operation.

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

96) Prior to the commencement of development within Phase 3, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

*Display of an emergency contact number;

*Details of Wheel Washing;

*Dust suppression measures;

*Compound locations where relevant;

*Location, removal and recycling of waste;

*Types and frequency of vehicular demands;

*Routing strategy and swept path analysis;

*Parking of construction vehicles and staff; and

*Sheeting over of construction vehicles;

The development of phase 3 shall be carried out in accordance with the approved construction management plan.

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.

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

97) Prior to the commencement of development within Phase 3, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

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

The development of that phase shall be carried out in accordance with the approved details.

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

98) Prior to any above ground works of development within Phase 3, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a. Details of the proposed hard landscape materials;
- b. 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;
- c. Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;
- d. 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, including the biodiversity enhancement measures set out in Section 5 of the Bat Activity Survey at Building 1 (Gaddum House) Ref: 2022-117c dated September 2023 by ERAP;

- e. Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- f. Details of the proposed street furniture including seating, bins and lighting;
- g. Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as Local Planning Authority and fully implemented in accordance with the approved programme.

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 reasonable opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy.

99) Prior to the first occupation of Phase 3 of the development, a detailed landscape management plan for that phase shall be submitted to and approved 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 will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development of Phase 3 and remain in place for as long as that phase of the development remains in use.

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

100) a. Prior to the commencement of development within Phase 3, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. The approved details shall then be fully implemented prior to first occupation of that phase of the development.

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

101) Prior to the commencement of development within Phase 3, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- a. A finalised drainage layout showing all components, outfalls, levels and connectivity;
- b. Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- c. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- d. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- e. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- f. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;
- g. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- h. Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigations shall be carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in the locations and at the proposed depths of the proposed infiltration devices. The proposed attenuation shall achieve half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- i. 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.

- j. CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- k. Hydraulic calculation of the proposed drainage system, including all parameters.
- l. Construction details of flow control and SuDS elements.

The approved details for Phase 3 shall be implemented before first occupation of Phase 3.

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

102) No development within Phase 3 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before first occupation of Phase 1 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

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

103) No construction within Phase 3 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the Local Planning Authority.

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

(2)'Operator' means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of

the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC

104) No development in Phase 3 shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

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

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

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

105) No development shall take place within Phase 3 unless and until an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP) assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 3 commences.

Reason – In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP.

106) Prior to the commencement of development within Phase 3, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 3 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during

the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either before Phase 3 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

107) Prior to the commencement of above ground works within Phase 3 of the development a detailed strategy for the provision of accessible and adaptable dwellings (in line with M4(2)) shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and retained thereafter.

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

108) a) The non-residential premises hereby approved within Phase 3 shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

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 occupation of the non-residential premises within Phase 3, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

109) a. Prior to the commencement of development within Phase 3, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way, Chester Road and Great Jackson Street shall be submitted to and approved in writing by the City Council as local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units in Phase 3 are occupied.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

b. A post-completion verification report (including validation that the work undertaken throughout Phase 3 of the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as Local Planning Authority before any of the dwelling units within Phase 3 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria with the criteria and proposed timescales for the implementation of those measures. The measures to ensure compliance shall be carried out in accordance with the approved timescales. Those measures shall be implemented in full before any of the dwelling units within Phase 3 are first occupied.

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

110) a) Prior to first occupation of Phase 3, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the equipment. The equipment shall be selected and/or acoustically treated so as to

achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of Phase 3, a verification report to validate that the work undertaken throughout Phase 3 of the development conforms to the recommendations and requirements in the approved details shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

111) The testing of the emergency plant hereby approved within Phase 3 of the development shall be restricted to the following hours and to total no more than 6 hours a year:

Monday to Friday 09:00 to 18:00

Saturday, Sunday and Bank Holiday - No testing to be undertaken.

Testing shall be undertaken no more than once every two months for no more than 30 minutes at a time.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

112) Prior to the first use of external areas to within Phase 3, a schedule of days and hours of operation shall submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development.

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.

113) No external areas within Phase 3 of the development hereby approved shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule to be submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;

b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;

c. Details of the proposed furniture, including any barriers;

d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night;

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

114) a) Prior to commencement of Phase 3 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 3 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

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

115) Prior to commencement of Phase 3 of the development hereby approved , details of the storage and disposal of refuse for the residential uses within Phase 3 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 3 of the development and shall remain in situ whilst the use or development is in operation.

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

116) a) Prior to any above ground works, details of the storage and disposal of refuse for the residential uses within Phase 3 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 3 the development and shall remain in situ whilst the use or development is in operation.

117) During the operational phase of Phase 3 of the development, no loading or unloading shall be carried out on the site outside the hours of:

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

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

118) The commercial units within Phase 3 of the development hereby approved shall not be occupied unless and until the opening hours of the proposed use(s) have been agreed in writing by the City Council as local planning authority. That use(s) thereafter shall not open operate outside the approved opening hours.

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

119) Fumes, vapours and odours shall be extracted and discharged from any commercial use within Phase 3 of the development that involves the preparation of hot food in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority before the use commences. Any works undertaken pursuant to the approved scheme shall be implemented in full before the use commences.

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

120) a. External lighting within Phase 3 of the development hereby approved shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.

b. Prior to occupation of Phase 3 hereby approved of the development a verification report to validate that the work undertaken throughout Phase 3 the development conforms to the recommendations and requirements in the scheme approved in part (a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and proposed timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

121) Development within Phase 3 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 03/04/23 Reference: 2023/0042/CIS/02 by Greater Manchester Police, as relevant to that Phase 3. No building within Phase 3 shall be occupied or used until the City Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

122) No part of Phase 3 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

123) No part of Phase 3 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

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

124) a) Before first occupation of Phase 3 of the development hereby approved, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of the first occupation of Phase 3 of the development hereby approved, the results of the monitoring and review processes shall be submitted in writing to the Local Planning Authority and any measures that are identified that can improve the effectiveness of the Framework Travel Plan shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

125) Prior to the first occupation of the residential dwelling within Phase 3 of the development hereby approved, an electric vehicle car parking strategy for the provision of electric car charging to the car parking spaces to be provided for Phase 3 of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority for that phase. The strategy shall include the following details:

- (a) Layout and location of electric vehicle charging points;
- (b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;
- (c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by this permission. Any additional charging points identified as part of that review shall be implemented within two months of approval of the annual review.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of Phase 3 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).

126) Prior to the any above ground works of Phase 3 of the development hereby approved the following relating to that Phase shall be submitted to and approved in writing by the City Council as Local Planning Authority:

- a. A Stage 1 and 2 Road Safety Audit (RSA);
- b. A scheme of highway works based on the above RSA, which shall include the following:
 - i) Proposed extension of Melbourne Street and reconfiguration of Owen Street including any Traffic Regulation Orders;
 - ii) Proposed loading bay
 - iii) Proposed street tree planting;
 - iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;
 - v) Reinstatement of redundant access points as continuous footway
 - vi) Provision of tactile paving and dropped kerbs at junctions serving the site;
 - vii) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).
- c) The highway works approved under part b) of this condition shall be implemented in accordance with the approved details prior to any part of Phase 3 of the development first being occupied and shall be retained thereafter.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

127) Prior to the first occupation of the residential dwellings within Phase 3 of the development hereby approved, a management strategy for the delivery of food, parcels and other goods to the residential accommodation shall be submitted to and agreed in writing by the City Council as local planning authority. The strategy shall

include full details of any highway works (including any traffic regulation orders or other traffic measures) required. The approved strategy shall be implemented in full prior to first occupation of the residential dwellings within Phase 3.

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

128) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 3 of the development hereby approved, including the roofs.

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

Phase 4

129) a) Prior to the commencement of development within Phase 3, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to Phase 3 shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The Preliminary Risk Assessment shall conform to the current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks, which in the written opinion of the Local Planning Authority require further investigation, Phase 3 shall not commence until a scheme for the investigation and the identification of remediation measures (the “**Site Investigation Proposal**”) has been submitted to and approved in writing by the Local Planning Authority.

The approved Site Investigation Proposal shall be carried out, before Phase 3 commences and thereafter a report prepared by the applicant outlining what measures, if any, are required to remediate the land (the “**Site Remediation Strategy**”), which shall be submitted to and approved in writing by the Local Planning Authority.

b) When the development within Phase 3 commences, the development shall be carried out in accordance with the approved Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council, as Local Planning Authority following the carrying out of the measures in the approved Remediation Strategy.

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 Phase 3 is occupied, then further development shall cease and/or Phase 3 shall not be occupied until a report outlining what measures, if any, are required to remediate the land (the “**Revised Remediation Strategy**”) is submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved Revised Remediation Strategy, which shall take

precedence over the approved Remediation Strategy or earlier Revised Remediation Strategy (as the case may be).

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.

130) Within Phase 4 of the development hereby approved, no infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the City Council, as Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development hereby approved shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in pursuant to policy EN18 of the Manchester Core Strategy (2012).

131) No development works shall take place within Phase 4 of the development hereby approved 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 Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

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

- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation.

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

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

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

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

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

132) a) Prior to the commencement of development within Phase 4, details of a Local Labour Proposal in order to demonstrate a commitment to recruit local labour for the construction elements of the development shall be submitted for approval in writing

by the Local Planning Authority. The approved document shall be implemented as part of the construction phases of Phase 4 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; and
- 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 within Phase 4 being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

133) (a) Three months prior to the first occupation of Phase 4 of the development, a Local Labour Proposal Framework that outlines the approach to local recruitment for the end use(s), 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 occupation of the development.

In this condition a Local Labour Proposal Framework 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 Framework;
- iii. measures to monitor and review the effectiveness of the Local labour Proposal Framework in achieving the objective of recruiting and supporting local labour objectives.

(b). Within 6 months of the first occupation of Phase 4 of the development, a Local Labour Proposal Framework which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Local Labour Proposal approved by the City Council as Local Planning Authority shall be implemented in full at all times whilst the end use(s) are in operation.

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

134) Prior to the commencement of development within Phase 4, a detailed construction management plan for that phase outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority which for the avoidance of doubt shall include:

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

The development of Phase 4 shall be carried out in accordance with the approved construction management plan.

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.

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

135) Prior to the commencement of development within Phase 4, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

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

The development of that phase shall be carried out in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area

within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

136) Prior to any above ground works within Phase 4, a programme for the submission of final details of the public and private realm works relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- a. Details of the proposed hard landscape materials;
- b. 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;
- c. Details of the proposed soft landscape including proposed size, species and planting specification including tree pits and design;
- d. 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, including the biodiversity enhancement measures set out in Section 5 of the Bat Activity Survey at Building 1 (Gaddum House) Ref: 2022-117c dated September 2023 by ERAP;
- e. Details of boundary treatments, which shall ensure adequate visibility for child pedestrians where adjacent to the adopted highway;
- f. Details of the proposed street furniture including seating, bins and lighting;
- g. Details of any external steps and handrails.

b. The above details shall then be submitted to and approved in writing by the City Council as Local Planning Authority and fully implemented in accordance with the approved programme.

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 reasonable opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy.

137) Prior to the first occupation of Phase 4 of the development, a detailed landscape management plan for that phase shall be submitted to and approved 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 will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development of Phase 4 and remain in place for as long as that Phase of the development remains in use.

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

138) a. Prior to the commencement of development within Phase 4, final details of the measures required for wind mitigation relating to that phase shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b. The approved details shall then be fully implemented prior to first occupation of that Phase of the development.

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

139) Prior to the commencement of development within Phase 4, details of surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015), or any subsequent replacement national standards, shall be submitted to and approved in writing by the City Council as local planning authority. The details shall include the following information:

- a. A finalised drainage layout showing all components, outfalls, levels and connectivity;
- b. Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- c. Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- d. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- e. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- f. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

- g. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- h. Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigations shall be carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in the locations and at the proposed depths of the proposed infiltration devices. The proposed attenuation shall achieve half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes is required.
- i. 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.
- j. CCTV survey and routing plan of existing drainage system to understand condition, capacity, connectivity.
- k. Hydraulic calculation of the proposed drainage system, including all parameters.
- l. Construction details of flow control and SuDS elements.

The approved details for Phase 4 shall be implemented before first occupation of Phase 4.

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

140) No development within Phase 4 shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before first occupation of Phase 4 and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. A verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;

c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

150) No construction within Phase 4 of the development shall commence on site until a Radar Mitigation Scheme (RMS)(1), (including a timetable for its implementation during construction), that has been agreed with the Operator(2) has been submitted to and approved in writing by the Local Planning Authority.

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

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

Reason - In the interests of aircraft safety and the operations of NATS En-route PLC

151) No development in Phase 4 shall be carried out above 30 metres above ground level unless and until the Radar Mitigation Scheme (RMS)(1) approved by the Operator(2) has been fully implemented and the development shall thereafter be operated fully in accordance with the approved details.

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

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

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

152) No development shall take place within Phase 4 unless and an updated aeronautical assessment including an Instrument Flight Procedure Surfaces (IFP)

assessment has been undertaken to analyse the impact upon operations for Manchester Airport and aircraft operating around Manchester Airport. The assessment shall be submitted to and approved in writing by the City Council as Local Planning Authority before the development of Phase 4 commences.

Reason – In the interests of flight safety to ensure the development does not endanger the safe and efficient movement of aircraft or the operation of Manchester Airport through infringement of IFP.

153) Prior to the commencement of development within Phase 4, studies with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority. The studies shall:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk-Based Report by Pager Power dated March 2023 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

b) Assess the impact of Phase 4 of the development on television signal reception within the potential impact area identified in paragraph (a) of this condition above within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in paragraph (a) of this condition above. The measures identified must be carried out either before Phase 4 is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

154) Prior to the commencement of above ground works within Phase 4 of the development hereby approved a detailed strategy for the provision of accessible and adaptable dwellings (in line with M4(2)) shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented as part of the development and retained thereafter.

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

155) a) The non-residential premises hereby approved within Phase 4 shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences.

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 occupation of the non-residential premises within Phase 4, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

156) a. Prior to the commencement of development within Phase 4, a scheme for acoustically insulating the proposed residential accommodation against noise from the Mancunian Way, Chester Road and Great Jackson Street shall be submitted to and approved in writing by the City Council as local planning authority.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units in Phase 4 are occupied.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating requirement.

b. A post-completion verification report (including validation that the work undertaken throughout Phase 4 of the development conforms to the recommendations and requirements of the acoustic report approved under part a. above and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as Local Planning Authority before any of the dwelling units within Phase 4 are first occupied. Any instances of non-conformity with the approved acoustic report shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria with the criteria and proposed timescales for the implementation of those measures. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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

156) a) Prior to first occupation of Phase 4, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the equipment. The equipment shall be selected and/or acoustically treated so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to first occupation of Phase 4, a verification report to validate that the work undertaken throughout Phase 4 of the development conforms to the recommendations and requirements in the approved details shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall include post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

157) The testing of the emergency plant hereby approved within Phase 4 of the development shall be restricted to the following hours and to total no more than 6 hours a year:

Monday to Friday 09:00 to 18:00

Saturday, Sunday and Bank Holiday - No testing to be undertaken.

Testing shall be undertaken no more than once every two months for no more than 30 minutes at a time.

Reason – In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy.

158) Prior to the first use of external areas to within Phase 4, a schedule of days and hours of operation shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall be implemented as part of the development.

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.

159) No external areas within Phase 4 of the development hereby approved shall be used in association with any of the commercial uses, other than in accordance with an Operating Schedule to be submitted to and approved in writing by the City Council as Local Planning Authority. The Operating Schedule shall contain the following details:

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

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

160) a) Prior to commencement of Phase 4 of the development hereby approved, an air quality impact and exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to occupation of Phase 4 the development, the mitigation measures approved in part a) of this condition shall be fully implemented and verified as such in writing by the City Council as Local Planning Authority and shall remain in situ whilst Phase 1 of the development is in operation.

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

161) a) Prior to commencement of Phase 4 of the development hereby approved, details of the storage and disposal of refuse for the residential uses within Phase 4

shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 4 of the development and shall remain in situ whilst the use or development is in operation.

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

39) a) Prior to any above ground works, details of the storage and disposal of refuse for the residential uses within Phase 4 shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details approved in part a) of this condition above shall be implemented in full as part of Phase 4 the development and shall remain in situ whilst the use or development is in operation.

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

163) During the operational phase of Phase 4 of the development, no loading or unloading shall be carried out on the site outside the hours of:

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

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

164) The commercial units within Phase 4 of the development hereby approved shall not be occupied unless and until the opening hours of the proposed use(s) have been agreed in writing by the City Council as local planning authority. That use(s) thereafter shall not operate outside the approved opening hours.

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

165) Fumes, vapours and odours shall be extracted and discharged from any commercial use within Phase 4 of the development that involves the preparation of hot food in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority before the use(s) commences. Any works undertaken pursuant to the approved scheme shall be implemented in full before the use commences.

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

166) a. External lighting within Phase 4 of the development hereby approved shall be designed and installed so as to control glare and overspill onto nearby residential properties in accordance with a scheme to be submitted to and approved in writing by the City Council as Local Planning Authority prior to installation of the lighting.

b. Prior to occupation of Phase 4 of the development hereby approved a verification report to validate that the work undertaken throughout Phase 4 of the development conforms to the recommendations and requirements in the scheme approved in part (a) of this condition shall be submitted to and approved in writing by the City Council as local planning authority. The report shall include post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and proposed timescales for implementation. The measures to ensure compliance shall be carried out in accordance with the approved timescales.

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.

167) Development within Phase 4 hereby approved shall be carried out only in accordance with the recommendations of the Crime Impact Statement Version B: 03/04/23 Reference: 2023/0042/CIS/02 by Greater Manchester Police, as relevant to that Phase 4. No building within Phase 2 shall be occupied or used until the City Council as Local Planning Authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation relating to that phase.

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

168) No part of Phase 4 of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

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

169) No part of Phase 4 of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

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

170) a) Before first occupation of Phase 4 of the development hereby approved, a Travel Plan, including details of how the plan will be funded, implemented and

monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the applicant and occupants of the site will adopt to secure the objectives of the overall site's Framework Travel Plan. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

b) Within six months of first occupation of Phase 4 of the development hereby approved, the results of the monitoring and review processes shall be submitted in writing to the Local Planning Authority and any measures that are identified that can improve the effectiveness of the Framework Travel Plan shall be adopted and implemented.

The Travel Plan approved above shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

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

171) Prior to the first occupation of the residential dwelling within Phase 4 of the development hereby approved, an electric vehicle car parking strategy for the provision of electric car charging to the car parking spaces to be provide for Phase 4 of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority for that Phase. The strategy shall include the following details:

(a) Layout and location of electric vehicle charging points;

(b) Provision for 20% of the spaces to be fitted with a 7kw fast charging point;

(c) Provision that the remaining car parking spaces would be fitted with appropriate infrastructure to be adapted at a future date should demand be shown as part of the travel plan review required by this permission. Any additional charging points identified as part of that review shall be implemented within two months of approval of the annual review.

The electric vehicle car parking strategy shall be implemented prior to the first occupation of Phase 2 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).

172) Prior to the any above ground works of Phase 4 of the development hereby approved the following relating to that Phase shall be submitted to and approved in writing by the City Council as Local Planning Authority:

a. A Stage 1 and 2 Road Safety Audit (RSA);

b. A scheme of highway works based on the above RSA, which shall include the following:

- i) Proposed extension of Melbourne Street and reconfiguration of Owen Street including any Traffic Regulation Orders;
- ii) Proposed loading bay
- iii) Proposed street tree planting;
- iv) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements adjacent to the site and for the areas between the pavement and the line of the proposed buildings;
- v) Reinstatement of redundant access points as continuous footway
- vi) Provision of tactile paving and dropped kerbs at junctions serving the site;
- vii) Physical delineation of the extent of the adopted highway within the site (for example, through the use of brass studs within the ground).

c) The highway works approved under part b) of this condition shall be implemented in accordance with the approved details prior to any part of Phase 4 of the development first being occupied and shall be retained thereafter.

Reason -To ensure provision of an adequate pedestrian and vehicular environment in the vicinity of the application site in the interests of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

173) Prior to the first occupation of the residential dwellings within Phase 4 of the development hereby approved, a management strategy for the delivery of food, parcels and other goods to the residential accommodation shall be submitted to and agreed in writing by the City Council as local planning authority. The strategy shall include full details of any highway works (including any traffic regulation orders or other traffic measures) required. The approved strategy shall be implemented in full prior to first occupation of the residential dwellings within Phase 4.

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

174) No externally mounted telecommunications equipment shall be mounted on any part of the development within Phase 4 of the development hereby approved, including the roofs.

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 137226/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
Strategic Development Team
City Centre Regeneration
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Civil Aviation Authority
Natural England
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Planning Casework Unit
Sport England
Active Travel England
GM Fire Rescue Service**

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:

**Oliver West (Sustainable Travel)
Historic England (North West)**

Relevant Contact Officer :	Lucy Harrison
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