

Application Number	Date of Appln	Committee Date	Ward
111170/FO/2016/C1	30th Mar 2016	2nd June 2016	City Centre Ward

Proposal Demolition of on-site building and structures. Erection of a residential building (part 8, part 10, part 23 and part 26 storeys with roof plant, to accommodate 624 apartments (43 x studio, 210 x 1 bed, 328 x 2 bed, 15 x 2 bed duplex and 28 x 3 bed) (Use Class C3). Associated residential amenity uses including podium garden, ground floor commercial units (Class A1, A2, A3, A4, B1, D1 (creche/day nursery and/or doctor's surgery) and D2 (gym use)) with associated access, servicing, parking and public realm.

Location First Street South (Plot 8), First Street, Manchester, M15 4FN

Applicant Southside Regeneration Ltd, C/O Agent,

Agent Mr Jay Patel, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF,

Introduction

First Street South is located on the southern edge of the city centre and is part of First Street, one of the Councils key regeneration priorities. The site is 1.7 hectares in size, relatively flat and includes First St, Hulme St, Chester St and Wilmott Street. There is a small, two storey building in the north west corner and mature trees in the south west corner. The rest of the site is vacant, brownfield land.

To the east is the former Salvation Army site which is currently used as a construction compound. Parkway Gate, a student housing development with three blocks up to 19 storeys in height is to the south east. The elevated Mancunian Way is to the south and there is a large roundabout and interchange next to the site with pedestrian subways, ramps and landscaped areas. Beyond the Mancunian Way is Hulme. To the west is Medlock Street, a key entrance route into the city centre and to the north is vacant land.

In 2015, the City Council approved a refreshed First Street Framework in response to Manchester's changing economic and population needs. The masterplan was updated, embedding the core principles of previous frameworks and identifying additional development sites to the east and west.

The application site forms part of First Street South, where the focus is on residential-led development. First Street South provides the opportunity to reinforce the surrounding residential community and provide a new neighbourhood within a reinstated street pattern.

The proposal involves a tall building and as such would impact on the setting of a number of listed buildings as set out in the report. There are two listed buildings within the immediate vicinity of the site namely, MacIntosh Mill (Grade II) and the Railway Viaduct (Grade II). The site is not within and does not affecting the setting of a conservation area.

The Proposal

The application proposes:

- erection of a residential building (part 8, part 10, part 23 and part 26 storeys with roof plant, to accommodate 624 apartments (Use Class C3);
- associated residential amenity uses including podium garden, ground floor commercial units (Class A1, A2, A3, A4, B1, D1 (creche/day nursery and/or doctor's surgery) and D2 (gym use); and
- associated access, servicing, parking and public realm.

Five different types of apartment are proposed:

- 43 x 1 bed studio;
- 210 x 1 bed;
- 328 x 2 bed;
- 15 x 2 bed duplex; and
- 28 x 3 bed.

The apartments are designed to comply with the Councils interim space standards. The apartments would be for the private rented sector (PRS) and managed by Patrizia, which owns and manages around 30,000 PRS units in Germany.

The development would also include:

- 1,312 sq. m ground floor commercial space including a gym;
- Management facilities with a 24 hour managed concierge. Patrizia plans to retain ownership and long-term stewardship of these commercial units.
- Residential amenities including the gym, private dining room and lounge areas; and
- A communal outdoor courtyard/garden space for residents.

There would be 82 car parking spaces including five disabled spaces with associated access and servicing. The spaces would be within an undercroft beneath the communal garden. Access to the car park would be from two entrances along Chester Street. 624 cycle spaces and storage are proposed (one for each apartment). The applicant is exploring options for cycling-related uses in one or more of the commercial units.

The layout comprises a perimeter form responding to the historic street pattern. The block is divided by Newcastle Street. There are four interlinked blocks.

1. Hulme Street/Wilmott Streets – a brick clad block up to nine storeys in height
2. Chester and Wilmott Streets – a metal clad tower of 23 storeys
3. Wilmott and Medlock Streets (facing Mancunian Way) – a metal clad tower of 26 storeys; and
4. Hulme and Medlock Streets – a brick clad block, stepped up to a maximum seven floors.

The main elevations would be a mix of contrasting grey brickwork and metal cladding

A combination of grey bricks is proposed for the lower rise elements. Bands of windows would be grouped and corners articulated with a lighter and warmer grey toned brick in contrast with the predominantly cooler grey of the remainder of the façade. The window reveals at the upper level are deeper than those on the remainder of the façade providing a level of interest. The panels are stacked vertically but grouped into three and five storey sections to provide scale to the elevation. These contemporary materials are considered to be acceptable within First Street.

The architectural strategy emphasises the tall vertical elements by using coloured, metal cladding and stepped back upper profiles in contrast to the lower element that are clad in brickwork. This would create a visually interesting set of buildings. The façade treatment reinforces this strategy with windows grouped vertically and set within deeply revealed setbacks.

The proposed scheme includes:

- A three metre wide pedestrian link between the site and First Street North;
- A 10 metre wide 'Mews Street' through the development (Newcastle Street);
- An arrival square at the junction of Hulme Street and Newcastle Street; and
- A large residents garden on a raised podium.

In support of the application, the applicants have stated that the proposed scheme would also deliver the following benefits:

- an opportunity to bring a vacant brownfield site, located within a key regeneration area, back into use with a scheme which delivers a contemporary, well design residential development. The development will bring new life to the area which will be in keeping with the City Council's policy objective of creating neighbourhoods of choice.
- the development is a fundamentally important regeneration site for the City. It will deliver a flagship PRS scheme and deliver a neighbourhood of choice where graduates, young professionals and workers want to live, retaining talent within the city and supporting its economic growth.
- Be significant catalyst for further regeneration at First Street.
- The design and uses will stimulate and re-activate this area - contributing positively to the street-scene.
- It will deliver a building designed to be accessible to all users including those whose mobility is impaired.
- High quality public realm which seamlessly knits into the existing First Street's public realm.

The application is supported by the following documents.

- Application Forms, Certificates and Notices – prepared by Deloitte;
- Location Plan, Existing and Proposed Plans, Sections and Elevations – prepared by Callison RTKL-UK LTD;
- Design and Access Statement – prepared by Callison RTKL-UK LTD;
- Statement of Consultation – prepared by Deloitte;
- Environmental Standards Statement & Energy Statement – prepared by RPS;

- Crime Impact Statement – prepared by Greater Manchester Police;
- Ventilation / Extraction Statement - prepared by RPS;
- Residential Management Strategy – prepared by Patrizia;
- Viability Assessment – prepared by Deloitte (submitted in commercial confidence);
- Environmental Statement plus Appendices- prepared by Deloitte; and
- Environmental Impact Assessment Non-Technical Summary - prepared by Deloitte.
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Land Interest

The City Council has a land interest in the site as the land edged red includes areas of highway. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council's land interest.

Consultations

Publicity The occupiers of adjacent premises were notified of the application and the development was advertised in the local press as a major development, affecting the setting of a listed building, and accompanied by an Environmental Statement. Nine site notices were placed at various locations next to the site boundary. No objections were received.

The Head of Neighbourhood Services (Highway Services) – has no objection. Makes comments about vehicle access, parking, highway adoptions, servicing, trip generation, cycling, travel planning and construction.

The Head of Regulatory and Enforcement Services (Environmental Health) - has no objection. Recommended conditions related to noise, deliveries, construction, air quality, contamination and storage of refuse.

The Head of Regulatory and Enforcement Services (Contaminated Land) - has no objection. Has requested detailed site investigation proposals should be submitted for approval prior to the works commencing.

Neighbourhood Team Leader (Arboriculture) – has no objection. Notes that there are no valuable or mature trees that would merit protection with a TPO. Recommends that an arboricultural consultant is retained to ensure adequate protection of the retained trees.

MCC Flood Risk Management - has no objection. Recommends that conditions are attached covering surface urban drainage systems.

Greater Manchester Police – has no objection. Requests that the recommendations in the submitted Crime Impact Statement (CIS) are fully implemented.

United Utilities - has no objection. Recommends that the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. Recommends specific conditions covering foul and surface water, surface water drainage scheme and management and maintenance regime for Sustainable Drainage Systems.

Environment Agency – has no objection, as long as conditions covering contamination are added.

Greater Manchester Archaeological Advisory Service (GMAAS) – has no objection. Recommends a condition requiring a Written Scheme of Investigation (WSI) to be submitted and approved in writing.

Greater Manchester Ecology Unit – has no objection. States that the site has limited ecological value. Recommendations that vegetation clearance is done outside of the breeding season for birds and the roof void on the former office building should be carefully exposed prior to demolition to allow the area above the suspended ceiling to be inspected or roosting bats by the suitable experienced ecologist.

The Unit is also pleased to see the proposals for green/brown roofs and a green wall and suggest these are safeguarded by condition.

Transport for Greater Manchester – has no objection. Requests that a contribution to a cycle crossing across Medlock Street is made and a detailed Travel Plan is provided.

Historic England – no comments received.

Issues

Relevant National Policy

The National Planning Policy Framework set out the Government's planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and the Government states that sustainable development has an economic, social and environmental role (paragraphs 6 & 7). Paragraphs 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.

Paragraph 12 states that:

"Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise."

The proposed development is considered to be consistent with sections 1, 2, 4, 6, 7, 8, 10, 11 and 12 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy- The development would replace a vacant site with a gateway development to the city centre and First Street. This development would help to build a strong economy, create employment during construction and complement the established residential community within the area. It would contribute to the local economy with residents using local facilities and services.

Section 2 Ensuring the Vitality of Town Centres The proposal would develop a site close to a gateway route and help to create a neighbourhood that would attract and support a diverse labour market. This would support Greater Manchester's growth objectives by delivering appropriate housing and meeting the demands of a growing economy and population. It would be close to the core of the city centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 Promoting Sustainable Transport - The proposal is in a highly accessible location close to Oxford Road and Deansgate Stations, the Deansgate/Castlefield tram stop and Oxford Road bus corridor. The scheme would help to facilitate sustainable development and contribute to sustainability and health objectives and give people a real choice about how they travel.

Section 6 Delivering a wide choice of high quality homes The scheme would create an efficient, high-density development that would bring 624 homes to a sustainable City Centre location. The scheme would provide a range of accommodation sizes and types and help to create a sustainable, inclusive and high quality residential offer. Significant investment in housing is required in appropriate locations within Manchester as the City continues to grow. The City Centre is the biggest source of jobs in the region and the proposal would provide accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 Requiring Good Design The proposed scheme has been the subject of significant design consideration, consultation and evolution. The building would be of a high quality in terms of design, materials, appearance and its internal environment. It would be a high quality addition to the area and the city centre and has the support of Places Matter!.

Section 8 Promoting healthy communities The new residents would add to social interaction in the area and help to create a healthy, inclusive community. The new residents would provide increased levels of natural surveillance within the areas.

Section 10 Meeting the challenge of climate change, flooding and coastal change

The application site is in a highly sustainable location.

Section 11 Conserving and enhancing the natural environment The documents submitted with this application have considered the potential risk of various forms of pollution, including ground conditions, air quality, noise and lighting, and the impact on ecology. These documents demonstrate that the application proposals would not have any significant adverse impacts in respect of the natural environment.

Section 12 Conserving and Enhancing the Historic Environment

The proposals would not have an adverse impact on the character or appearance of the setting of listed buildings or nearby conservation areas and this is discussed later in the report.

Within the NPPF, Paragraph 128 advises that local planning authorities should require an applicant to submit sufficient information to describe the significance of any heritage assets affected, including any contribution made by their setting.

Paragraph 131 advises that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the

highest significance, including grade I and II* listed buildings should be wholly exceptional.

Paragraph 133 advises that local planning authorities should refuse consent for proposals that will lead to substantial harm to or total loss of significance of a designated heritage asset, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. This is essentially a matter of judgement and will depend on the weight that is attached by decision makers and consultees to the various issues.

Relevant Local Policies

Local Development Framework

The relevant development plan in Manchester is the Core Strategy Development Plan Document 2012-2027 (the “Core Strategy”), adopted in July 2012, and the saved policies from the Manchester Unitary Development Plan (UDP), adopted July 1995. The Core Strategy is the key document and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved 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 proposals are considered to be consistent with the following Core Strategy Policies SP1, CC3, CC5, CC6, CC8, CC9, CC10, H1, H8, T1, T2, EN1, EN2, EN3, EN6, EN8, EN14, EN15, EN16, EN17, EN18, EN19, PA1, DM1 and for the reasons set out below.

Strategic Spatial Objectives

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

SO1. Spatial Principles The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

SO2. Economy The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing The scheme provides 624 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive

place for prospective workers to live and allow them to contribute positively to the economy.

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

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

Policy SP 1 (Spatial Principles) - This sets out the key special principles which will guide the strategy. Development in all parts of the City should:

“Make a positive contribution to neighbourhoods of choice including: creating well designed places that enhance or create character; making a positive contribution to the health, safety and wellbeing of residents; considering the needs of all members of the community regardless ofdisability; and, protect and enhance the built and natural environment”

The development would be highly sustainable and would deliver high quality City Centre homes alongside economic and commercial development within the City Centre. It would be close to sustainable transport provision, maximise the potential of the City’s transport infrastructure and make a positive contribution to neighbourhoods of choice by: enhancing the built and natural environment; creating a well designed place that would enhance and create character; re-using previously developed land; and, reducing the need to travel.

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

Policy CC5 Transport - The proposed development, due to its location would contribute to improving air quality by being accessible by a variety of modes of sustainable transport.

Policy CC6 City Centre High Density Development - The proposals would be a high density development and maximise the efficient use of land.

Policy CC8 Change and Renewal - The proposed development would create temporary employment during construction.

Policy CC9 Design and Heritage - The proposed new building would have a high standard of design appropriate to its context and the character of the area and it would not have an adverse impact on the setting of adjacent listed buildings or Conservation Areas.

Policy CC10 A Place for Everyone - The apartments would be a mix of studio, one and two bedroom apartments and are designed to be attractive to a range of people.

Policy H1 Overall Housing Provision - The development would provide new homes in the City Centre, which would be consistent with regeneration objectives and help to create a mixed use community. This would be consistent with the regeneration objectives for this part of the City Centre. The development would contribute to the the City Council's ambition of building 90% of new housing on brownfield sites. The development would have a positive impact on the surrounding area, meeting the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast.

Policy H8 Affordable Housing - A Viability Appraisal has been submitted to consider the scope of the proposed development to contribute towards affordable housing. The Appraisal demonstrates that the scheme is viable and capable of being delivered. This issue is discussed in more detail below.

Policy T1 Sustainable Transport - The proposed development would encourage modal shift away from car travel to more sustainable alternatives. By redeveloping this redundant site, this would improve pedestrian routes between First Street and Hulme. The provision of 624 cycle spaces in the development (one for each apartment) and 82 parking spaces demonstrates commitment to sustainable forms of travel.

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

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and would result in development which would enhance the character of this area and the overall image of Manchester. The design responds positively at street level and would create a significant landmark building in a pivotal location and emphasise the importance of the area. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN2 Tall Buildings - Tall buildings are defined as buildings which are substantially taller than their neighbourhoods and / or which significantly change the skyline. Proposals for tall buildings will be supported where it can be demonstrated that they:

- are of excellent design quality
- are appropriately located
- contribute positively to sustainability

- contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance, and
- will bring significant regeneration benefits

A fundamental design objective is to ensure that tall buildings complement the City's key existing building assets and make a positive contribution to the evolution of a unique, attractive and distinctive Manchester, including its skyline and approach views.

Suitable locations include sites within and immediately adjacent, to the City Centre, with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes.

The proposed scheme would be classified as a tall building (with the 23 and 26 storey blocks). It would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

A Tall Building Statement submitted with the application identifies 23 key views and assesses the impact of the proposed tall building upon these. It also evaluates the building in terms of its relationship to its site context / transport infrastructure and its effect on the local environment and amenity. The assessment has identified how the First Street South area currently lacks a significant visual presence, both to define the Southern Gateway, and to signpost the site within the wider City context. The majority of key views identified within the assessment are therefore likely to be positively impacted on by the proposals.

The proposed scheme is likely to result in significant beneficial effects on all development at First Street South and the townscape of the wider First Street area and site context.

Policy EN3 Heritage - It is considered that the quality and design of the proposed building would enhance the character and appearance of the City and this is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon - Development requires all development to follow the principle of the Energy Hierarchy to reduce CO2 emissions. The proposed development would follow these principles.

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

Policy EN 8 - Adaptation to Climate Change – The Energy Statement submitted as part of the application provides full details of how the proposed scheme has been designed to consider adaptability in relation to climate change.

Policy EN14 Flood Risk - The site is located within Flood Risk Zone 1 on the Environment Agency's Flood Map, and as such is at low risk of flooding from rivers or

sea. A Flood and Drainage Strategy has been prepared and accompanies the application.

EN15 Biodiversity and Geological Conservation – An Extended Phase 1 Habitat Survey concluded that there is little semi-natural habitat on site and there are no important habitats or vegetation communities occurring on site or close enough to the site boundaries to be adversely affected by the proposals. There are no specifically protected or otherwise important species occurring on site, adjacent to the site boundaries, or that will be otherwise affected by development proposals, and the site is considered to be generally of very low ecological value.

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

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN 18 Contaminated Land and Ground Stability- A desk study which considers ground contamination issues has been submitted with the application.

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy which details the measures that will be undertaken to minimise the production of waste both during construction and operation. The Strategy states that coordination through the onsite management team will ensure the various waste streams throughout the development are appropriately managed.

Policy PA1– Developer Contributions - Where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

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

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Design for health;
- Adequacy of internal accommodation and amenity space.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes;

- Impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- Impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered full, later in this report.

Saved UDP Policies

The following saved UDP policies need to be considered in relation to the application.

DC19.1 Listed Buildings - The proposed development would not have an adverse impact on the setting of the adjacent Macintosh Mill listed building.

DC20.1 Archaeology - An archaeological desk based assessment has been carried out for the site. The principal interest relates to early to mid 19th century worker's housing.

DC26.1 Development and Noise - This details how the development control process will be used to reduce the impact of noise on people living and working in the City and which states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity, and the implications of new development being exposed to existing noise sources. This is discussed below.

DC26.2 Development and Noise – New noise-sensitive developments including large-scale buildings, such as housing, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can be realistically reduced.

DC 26.4 Development and Noise – Where existing noise sources might result in an adverse impact upon a proposed new development, the Council will require the applicant to provide an assessment of the likely impact and the measures proposed to satisfactorily deal with it.

DC26.5 Development and Noise - This states that the Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development, as well as noise barriers where this is appropriate.

These noise policies are considered later in this report.

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007) Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all.

The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should

enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity.

In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

Manchester City Centre Strategic Plan (published in 2009) presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 - 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) The Sustainable Community Strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER).

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

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

First Street Development Framework

The First Street Development Framework was endorsed by Manchester City Council in March 2011 and aims to create a new business destination. It recognises that First Street must be embedded within its wider neighbourhood in order to unlock its full potential and provide the stimulus for wider physical regeneration activity.

The 2012 Framework identifies three distinct development areas at First Street, incorporating four character zones. In addition, it introduces an East-West Creative Ribbon between Oxford Road and Little Peter Street.

The Framework was updated again in 2015. It builds on First Street's key achievements to date, embedding the core principles established in the previous Frameworks. It aims to ensure that development in the area meets current requirements and opportunities driven by a growing economy and population, and helps to deliver a neighbourhood of choice within this key gateway location within the City Centre. The 2015 First Street Development Framework has identified First Street South as a prime opportunity for significant new residential accommodation. The

proposal is in the First Street South area. It fits in with the Framework's vision to provide residential-led development in First Street South.

Legislative requirements

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

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

S149 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.

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

Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations').

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 1.7 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

A formal EIA scoping request was submitted to Manchester City Council in December 2015.

The EIA has been carried out on the basis that the Proposed Development has the potential to give rise to significant effects on the environment.

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

- A description of the Proposed Development comprising information about its nature, size and scale;

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

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

ISSUES

Principle of the Proposed Use and the Scheme' Contribution to Regeneration –

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

This proposal would redevelop a site in First Street South in accordance with the 2015 Development Framework and transform a key entry point to Manchester. It would improve the perception and image of this area and could act as a catalyst for further regeneration.

The proposal would deliver a range of good quality apartments, complementing the existing residential community in the area. Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires additional housing. Sixty thousand new homes are required over the next 20 years (3,000 per annum) and the proposed development would contribute to this need within the City Centre.

Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities. It would deliver homes to meet the demands of a growing economy and population, in a well-connected location, within a major employment centre and would promote sustained economic growth within the City. It would regenerate a previously developed brownfield site and would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

The site is next to a critical gateway route into the city centre from the national motorway network and the Airport. The entry sequence into the city centre is crucial

to its overall image and people's perception of it, so it is vital that it is of the highest quality. This site has been vacant for decades and is a poor first impression of Manchester. A high quality development as proposed would have significant benefits and would continue the process of regeneration in this part of the city centre. It would greatly improve the environment and image of the Medlock Street corridor and would help to integrate the city centre, First Street and Hulme.

The development would be consistent with the First St SRF, the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC1, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Viability and Affordable Housing Provision

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

The NPPF sets out that local planning authorities should seek to work with interested parties to promote the redevelopment of brownfield sites. To provide an incentive to the bringing back into use of brownfield sites, local planning authorities should:

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

Core Strategy Policy PA1 considers the Council's specific policy requirements in relation to Planning Obligations and states that where needs arise as a result of development, the Council will seek to secure planning obligations and outlines the range of provisions that such obligations might deliver should be assessed on a site by site basis.

Of relevance to this application could be provision of affordable housing, community facilities, public realm improvements, protection or enhancement of environmental value and climate change mitigation / adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements.

However 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.

There is a city-wide requirement on all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for developments to contribute to the City-wide target for 20% of new housing provision to be affordable.

There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion; or where material considerations indicate that intermediate or social rented housing would be inappropriate. The criteria that might qualify developments for exemptions that are of relevance in this instance include:

- That 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;

The site has been vacant for a considerable period of time. There are issues around the viability of the scheme relating to the City Council's requirements for the highest quality of design and materials. The applicant has provided a viability appraisal for the site and the proposed development. This has been assessed by the City Council and it demonstrates that the proposed scheme is viable and capable of being delivered, but cannot support affordable housing.

Design Issues / Impact on Townscape - CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing this proposal is whether the scale of the development is appropriate for the site. The proposed development with corner blocks at 23 and 26 storeys is considered to be a tall building.

As a result, the proposal needs to be assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage (Historic England) and CABE.

There are other tall buildings in the area including: the adjacent Parkway Gate (19 storeys); Cambridge Street/River Street (29 storeys); Student Castle (37 storeys); 'Axis', Whitworth Street West (27 storeys) on site; and, an approved scheme at 10-12 Whitworth Street West (35 storeys).

Design Issues, Relationship to Context and Impact on Heritage Environment

Under these criteria the effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces has been considered.

The development of First Street, the new transport infrastructure at Manchester Oxford Road Station, the development of sites at Whitworth Street West, together with the application site would result in a dense grain to development within this area commensurate with its City Centre status.

The development would add activity and vitality to the streetscape and would integrate a prominent site into its urban context and reinforce the character of the streetscape and sense of scale. The proposed scheme is considered to make the most efficient use of the site.



Visual Impact

A Townscape Visual Impact Assessment (TVIA) identified 23 key views representing a range of close up and wider views from around the application site. It assessed the townscape and visual effects resulting from this proposed. The potential effects have been assessed through a combination of desk study research and walkover surveys of the site and the surrounding area.

The gateway location of the site presents a key development opportunity and the aim is to create a high quality residential development. The recent cultural development and high quality public realm has created a defined character which is enhanced by pedestrian routes that connect into the wider City Centre area. The Proposed Development would produce significant benefits to the wider First Street area and site context.

Similarly, the TVIA has identified how the First Street South area currently lacks a significant visual presence, both to define the Southern Gateway and to signpost the site within the wider City context. The development would have a positive impact on the majority of key views identified within the assessment.

Historic environment

A detailed Heritage Assessment has been submitted in support of the application that sets out the impact of the scheme on a wide range of heritage assets. Section 66 of the Listed Buildings Act requires members to give special consideration to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Listed Buildings Act requires members to give special consideration to the desirability

of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

The proposed development would block views of Macintosh Mill, a Grade II listed building on Cambridge Street, from the south across a vacant site. However, it would not impede views of the building along historical streets. It would not detract from the asset's setting and would have a negligible impact on its significance. It would be visible through and above the Grade II Manchester South Junction and Altrincham Railway Viaduct from the north where it would be read as a part of the surrounding development of the city. It would have no impact on its setting and thereby no impact on its significance.

The proposal would be immediately visible when viewing the Grade II listed Marsland's Mill from the east along Chester Street. However it would have a neutral impact as the vacant land currently detracts from its significance. It would have no impact on the immediate setting of the Grade II listed Chatham Mill. It would be seen in the background when viewing the Mill from the east along Chester Street, however it will just be viewed as another part of the modern skyline and city within which the Mill is situated, particularly alongside the existing Parkway Gate development and Mancunian Way.

It is considered that the proposal would have negligible impact on the following Grade II listed buildings:- 50 Great Bridgewater Street, The Britons Protection, Mill Chimney Stack on E side of junction with Cambridge Street, Chorlton New Mills, Chorlton Old Mill, Oxford Road Rail Station, 6 to 14a Oxford Road – Dancehouse Theatre Grade II. It would have no impact on the former Refuge Assurance Company Offices, Grade II* or on the following grade II listed buildings:- Lock No 90 (approx. 30m W of Albion Bridge) Grade II, 13 – 17, Albion Street, Manchester, Lock No.89 (Tib Lock), S of Havelock Mills, 16 – 20 Chepstow Street (Chepstow House), 90 Great Bridgewater Street, Tootal Building, Extension Lee House, Chepstow Street, The Ritz Dance Hall, Dalton Statue in forecourt of Dalton College, Manchester Ear Hospital (formerly), St Augustine's Roman Catholic Church, Ormond Building, Manchester Metropolitan University, Righton Building, Manchester Polytechnic School of Art Grade II no impact.

Overall the verified views indicate that the development would affect the setting of some listed buildings but the impact would be negligible and would amount to less than substantial harm. The proposal would develop a site that has been vacant for many years and would enhance the urban form and pedestrian environment and the considerable and extensive public benefits that would be delivered would outweigh the 'less than substantial harm' that would be caused.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, the harm caused would be less than substantial and would

be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Architectural Quality

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

The development has been designed to integrate with its context and the wider City Centre. The proposal is for a high quality, perimeter block structure with two tall corner blocks. The development would form a strong gateway to the City centre from the Mancunian Way and Princess Road. The scale would contribute positively to a cluster of taller buildings that have been built, are being constructed or have recently been approved by Planning Committee. This includes the Beetham Tower, Student Castle, the PRS scheme at Cambridge Street and the two consented schemes at Whitworth Street West.

The main elevations would be a mix of contrasting grey brickwork and metal cladding. A combination of grey bricks is proposed for the lower rise elements. Bands of windows would be grouped and corners articulated with a lighter and warmer grey toned brick in contrast with the predominantly cooler grey of the remainder of the façade. The window reveals at the upper level are deeper than those on the remainder of the façade providing a level of interest. The panels are stacked vertically but grouped into three and five storey sections to provide scale to the elevation. These contemporary materials are considered to be acceptable within First Street.

The architectural strategy emphasises the tall vertical elements by using coloured, metal cladding and stepped back upper profiles in contrast to the lower element that are clad in brickwork. This would create a visually interesting set of buildings. The façade treatment reinforces this strategy with windows grouped vertically and set within deeply revealed setbacks.

The two tall elements are of a high design quality and enhance the quality of the area and wider setting. They reinforce local character and distinctiveness, and make a significant contribution to the character of the place.



Credibility of the Design

This section considers the technical and financial credibility of the scheme. Tall buildings are expensive to build so the standard of architectural quality must be maintained through the process of procurement, detailed design and construction.

The design of the scheme has been developed in consultation with the developer and a contractor from the outset. The design presented in this application therefore properly reflects a scheme that is agreed, viable and deliverable. It is understood that funding for the scheme is secured and that there is a real commitment to deliver the development.

The applicants have confirmed that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings and the applicant would commence on site at the earliest opportunity.

The proposals have been prepared by a client and design team that has experience of delivering high quality buildings in city centre locations and with a track record and capability to deliver a project of the highest quality.

Relationship to Transport Infrastructure

The Transport Assessment concludes that the overall impact of the development on the local transport network is likely to be minimal. The site benefits from good public transport links with Deansgate and Oxford Road Stations, Deansgate Castlefield Metrolink stop and Oxford Road bus corridor all within 5 minutes walk. National Cycle Route 6 is within the application site boundary.

A cycle crossing at Medlock Street could tie in with the cycle network in this area and this should be considered as part of future phases of First Street on sites adjacent to Medlock Street.

Sustainability

Tall buildings should attain high standards of sustainability because of their high profile and local impact. The environmental statement accompanying the application provides an assessment of the schemes sustainability in terms of its physical, social, economic impact and other environmental effects. This document, together with the Energy Statement demonstrates that the proposals accords with these objectives.

The scheme would have a central gas fired Combined Heat and Power Plant (CHP). Each apartment would be supplied with hot water from the CHP which is more efficient than each dwelling generating its own heat/ hot water. This would reduce the energy use and carbon footprint for the building. Setback controls would be used for lighting and ventilation throughout the communal areas. Low use sanitary ware would be used to reduce water usage.

The site benefits from excellent public transport links thereby reducing reliance of private cars. The proposed 100% cycle provision and proposed community cycle facility is a strong contributor to the sustainability of the proposed scheme.

Archaeology

An archaeological desk based assessment has been carried out for the site. The principal interest relates to early to mid 19th century worker's housing and the possibility that well preserved remains will be encountered. A condition is recommended requiring the submission of a written scheme of investigation to be submitted to and approved in writing by the City Council.

Contribution to Public Spaces and Facilities

The public realm proposals aim to continue the high quality public realm offer already established at First Street which help to create a vibrant and dynamic living environment for the residents of the development. The landscape proposals will deliver the following key spaces:

- The Mews: a new street through the heart of the development
- Arrival Square: a new small public space at the entrance to the development from First Street North
- Communal Garden: a new communal green space at First floor level at the heart of the development
- First Street North Link: the creation of a pedestrian link between First Street North and the site

The public realm surrounding the development is predominantly hard and integrates reclaimed cobbles into the pavement design to reference the site's historic use. Tree and shrub planting would enhance the street scene and soften the environment. Bespoke street furniture in conjunction with the cobble details helps to unify the areas of public space associated with the development and establish a unique character.

A three metre wide pedestrian footpath extends from Arrival Square towards First Street North across a currently undeveloped plot. This link (along with the proposed

mews street) would complete the First Street pedestrian route running from the north to the south of the First Street area. The materials and paving pattern would match that of the existing section of the route extending from First Street North.

The proposals also include a significant area of new high quality public realm as well as reinstating the historic street pattern through the site that would result in the creation of a well-used and welcoming environment. The public realm would remain open for public access throughout the day and night.

Sunlight / Daylight / Solar Dazzle

A Sunlight / Daylight report has been prepared based on the methodology and approach set down in "Site Layout, Planning for Daylight and Sunlight – A Guide to Good Practice" published by the Building Research Establishment (BRE) – Second Edition 2011 (The BRE Guide) which is widely accepted by local planning authorities as the accepted analysis protocol.

The key receptors around the Site are those windows that serve habitable rooms in the neighbouring buildings around the Site. The assessment identified windows in the following neighbouring buildings as relevant or key receptors.

- Parkway Gate (Student Accommodation).
- New Medlock House (Student Accommodation).
- Manchester Student Village (Student Accommodation).
- Cambridge Mill (Private Residential Apartments).
- Macintosh Mills (Private Residential Apartments).
- 23-39 Clarendon Street, Hulme (Social Housing).

Overall, 1240 neighbouring windows have been appraised in terms of daylight. 1055 windows (85%) achieve the alternative 21.6% VSC target, or experience a reduction in existing VSC of less than the 20% reduction accepted by the BRE, on the grounds, that this would not be noticed by occupants. The reduction in daylight amenity to these windows is categorised as "slight adverse" or "nonmaterial".

185 neighbouring windows (15%) do not achieve the alternative 21.6% VSC daylight target and would experience a reduction in existing VSC of more than the BRE's accepted 20% reduction. There are, however, mitigating factors on why the results of the technical analysis require further interpretation.

- Some windows are set within deep recesses or underneath canopies / balconies, which restrict the availability of daylight and exacerbate the impact that the Proposed Development is having on the daylight amenity of these windows.
- The construction of the Parkway Gate development had a very large daylight amenity impact on the neighbouring New Medlock House that has reduced the availability of daylight to the Wilmott Street windows of New Medlock House to the extent that places an increased daylight amenity burden on the Site.

- The way in which the three Parkway Gate buildings are configured means that the windows, (to the lower floor levels in particular) within the inward facing courtyard elevations have limited existing access to sky visibility / daylight in the condition.
- A high percentage of the Parkway Gate courtyard windows have existing VSC values of significantly less than the alternative daylight VSC target. In this regard, parts of Parkway Gate were designed with low natural daylighting capabilities.
- That many of the low level window courtyard elevations of Parkway Gate courtyard elevations have low existing VSC values, means that even the small reductions in sky light will result in increased and exacerbated magnitudes of change.
- A reduction or magnitude of change does not, on its own, amount to an impact. Consideration also needs to be given to the sensitivity of the receptor. Student accommodation typically being of low sensitivity (a point that is perhaps reinforced by the inherent / low existing daylight capabilities of Parkway Gate).

Not all of the above buildings need to be sunlight amenity appraised – a combination of their physical relationship with the Site in terms of orientation and the receptor sensitivity. The BRE places a particular emphasis on the availability of sunlight to living rooms; other room uses are of lesser sensitivity to sunlight reductions.

The only key sunlight receptors around the Site are those windows serving Macintosh Mills and Cambridge Mill, because these are private residential apartment buildings and there is an increased chance that some of the windows serve living rooms.

206 individual neighbouring windows have been appraised for sunlight amenity. 203 windows (98.5%) meet the alternative APSH targets of 4% in the winter months and 20% all year round. 3 windows (1.5%) do not, but only marginally / narrowly so. The proposed scheme would have a materially adverse negative impact on the sunlight amenity of any relevant external amenity spaces.

It is not anticipated that the proposed scheme will create a long-term “solar dazzle” problem for motorists using the either carriageway of the Mancunian Way.

In summary, whilst the development does result in some effect on the neighbouring residential properties, these are not unusual in a city centre context. It is considered that the overall impact of the proposed development is comparable to other comparable developments in the City.

(b) Wind

A quantitative study of the wind environment within and around the proposed scheme has been carried out. A number of wind directions have been assessed using computational simulation methods. This is used to predict the wind speed on site at

pedestrian level. The wind speed values are used in conjunction with the Lawson comfort criteria to predict the level of pedestrian comfort.

The study focuses on the impact that local wind patterns will have on the comfort and possible distress experienced by pedestrians.

The assessment shows that the presence of the proposed new buildings would not have an adverse effect on the wind climate of the area. Minimum comfort ratings required for various activities would remain and this confirms the development to be suitable for all proposed activities at the Site.

(c) Air Quality

The construction of the proposed development is expected to produce dust and increased emissions, with any adverse impacts during construction likely to be temporary, short term and of a minor impact. Mitigation measures would be in place throughout the construction period to minimise impacts on air quality in accordance with the Construction Methodology submitted in support of this application. The traffic generated when the apartments are occupied would have a minimal effect on air quality.

This issue will be fully addressed through the submission of a Construction Management Plan.

(d) Noise

The Proposed Development would involve the generation of noise during the construction phase and also introduce potentially noise generating building services plant and activities. Existing levels of noise and vibration due to vehicular traffic on adjacent roads would also impact on the proposed building.

Noise surveys have been conducted in order to quantify the levels of noise at existing sensitive receptors around the site and to determine the levels of noise at the location of the scheme. Due to relatively high existing traffic flows on the Mancunian Way, the existing noise levels at the western and southern areas of the Site are relatively high. The existing levels of noise across the site tend to reduce as distance from the Mancunian Way increases.

The results of the noise surveys have been used to set the allowable levels of noise at existing sensitive receptors at and around the Site in order to avoid noise nuisance due to temporary construction activities and due to permanent building services plant serving the proposed scheme.

The assessment of construction noise shows that mitigation measures would be required to reduce levels of noise at the nearest residential dwellings to the Site in order to avoid minor to major impact over the proposed construction programme. The implementation of the recommended mitigation measures is expected to result in negligible to moderate impact due to construction noise.

An assessment of road traffic flows shows that increases in noise levels due to changes in traffic flows will be negligible on all roads.

Compliance with maximum allowable noise levels from the proposed commercial units will be a requirement and will ensure that noise nuisance at sensitive receptors is avoided.

Compliance with a set of recommended sound insulation measures will ensure the proposed residential dwellings will comply with British Standard guidelines and Manchester City Council's guidelines for the noise sensitive internal areas.

(e) TV Reception

Baseline television and radio signal surveys have undertaken which demonstrate that no adverse impacts would occur therefore no pre or post-construction mitigation measures are required.

(f) Waste

Specialist waste collection and removal which complies with the City Council's requirements is proposed.

There are four dedicated storage rooms at ground floor for residents. One is on Wilmott Street, two are on Chester Street (either side of Newcastle Street) and one is at Medlock Street. The four rooms are accessed from the ground floors of the circulation cores and have direct and secured access to a loading bay on the adjacent street. Domestic waste will be moved by the building management from the commercial units via the car park to the relevant loading bays by the specialist contractor.

Waste management will be controlled by the First Street Management Company's management team. The development falls within the City of Manchester and therefore is subject to their waste requirements as set out in GD04 Waste Storage and Collection Guidance for Developments Version 2 2014 and BS5906:2005 storage and on-site treatment of solid waste from buildings. All waste management will be based upon the Reduce, Re-use and Recycle approach.

The Management Company is committed to achieving the following targets:

- 100% Food waste to be separated or bagged for composting off site;
- 100% paper and cardboard from general use which can be separated for recycling and collected once a week;
- 100% dry recyclables to be separated for recycling and collected weekly; and
- Working towards 100% residual waste to be used for waste to energy locally in Greater Manchester.

Provision of a Well-Designed Environment

The proposals include a high quality design and finish across the scheme. A wide mix of apartments ranging from studio, one, two and three bedroom units would be created. This would help to ensure choice for a wide range of potential occupants and to help foster a mixed community within the development.

In addition the residential amenity facilities provide a number of lively and active spaces for residents, including the podium, gym and communal areas. These facilities are aimed at helping to provide a sense of community and illustrate the long term commitment of the developer.

Full Access and Inclusive Design

The design principles adopt an inclusive approach to allow easy, safe and secure access to all areas of the building for disabled visitors and residents and the scheme will fully comply with the requirements of Part M.

The proposed scheme would provide level access at the main entrance and throughout the scheme. Once inside the building, all floors are accessible via large passenger lifts, and the stairs are designed to the ambulant disabled standard. Lifts and stairs are easily accessed from the building reception.

Crime and Disorder

A Crime Impact Statement (CIS) concludes that the proposal is acceptable subject to the advice contained within the CIS. In particular, GMP noted positive aspects of the proposals including:

- The proposed apartments and commercial uses will bring additional activity and vitality to the area during the day and at night, potentially increasing the security of the development and surrounding developments.
- A secure undercroft car parking area will be provided for resident's vehicles, secured by a roller shutter with access control facilities for residents.
- Cycle parking will be available to all users in the form of lockers and stands within a secure room within the apartment building.
- Airlock lobbies will be provided at all pedestrian access points (including from the car parking area) which will reduce the potential for tailgating in to the development as would be offenders would have to follow a legitimate resident/visitor through two doorways.
- The concierge desk, suite, gym, and commercial units face the public thoroughfare that runs between the two buildings, providing natural surveillance to this area, which will potentially deter criminal and antisocial behaviour as well as reducing fear of crime.
- The concierge desk is in close proximity to the main entrance allowing staff to vet visitors before allowing them access to the building.
- First floor outdoor amenity space will be restricted to residents.
- Duplex apartments on Chester Street will be provided with defensible space to the front elevation.

In view of the above the proposals are considered to be consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ecology and Biodiversity

The proposed scheme is on a brownfield site with relatively low ecological importance.

The Site is largely comprised of hard-standing with self-seeded vegetation growing in patches around the edges, which has developed to form localised areas that are more grass-dominated. There are also a number of areas of bramble-dominated scrub with self-seeded trees and larger single trees. There are some small areas of amenity grassland along the west and south edges of the Site and a small ornamental planted area on the north-west corner.

No statutory sites of nature conservation importance are within 2km of the Site. Three non-statutory Sites of Biological Interest (SBI) are within 2km of the Site:

- Rochdale Canal Stott's Lane - Ducie Street Basin SBI;
- Ashton Canal (West) SBI; and
- River Irwell SBI.

There is a two storey building would be demolished as part of the proposal. A bat survey has been undertaken as part of the assessment. There was no evidence of use by bats in any part of the building inspected. At least two sides of the building are likely to be well lit during the evening, further reducing its favourability to support roosting bats.

The Ecological assessment submitted with the application contains mitigation measures to minimise and in some cases enhance the ecological impact of the proposed scheme.

These measures include:

- the provision of green/brown roofs and green walls to provide forage opportunities for local bird and bat populations;
- inclusion of native and nectar-rich plant species within the wider landscape design to further increase the habitat for insects;
- precautionary pre-demolition inspection of the roof void at the derelict ('Moonfish') building due to the presence of a common pipistrelle bat roost in the local area; and
- the inclusion of green/brown roofs for male black redstarts to encourage this species to use the site in the future and to compliment other enhancements for this species on the wider First Street site.

These measures are included within the proposed design.

Contaminated Land and Impact on Water Resources

A Preliminary Geotechnical and Geo-environmental Assessment for the site has been completed to determine if any potential geotechnical and geoenvironmental risks are present.

The ground conditions generally comprise made ground, Glacio-fluvial Deposits (sand and gravel), Till (clay, sand, gravel, cobbles and boulders) rested on the Chester Pebble Beds (sandstone).

No potential sources of contamination were identified. The previous investigation at the site did not identify significant or widespread contaminants of concern. Elevated concentrations of heavy metals within the made ground were highly localised and limited in magnitude.

Flood Risk

The site is located within Flood Risk Zone 1 on the Environment Agency's Flood Map, and as such is at low risk of flooding from rivers or sea. A Flood and Drainage Strategy has been prepared and accompanies the application.

Response to Consultees and Neighbours

The majority of the issues raised have been addressed elsewhere in the report.

Conclusion

It is considered that a residential development is acceptable on this important gateway site to the city centre. This type of use is considered to be an appropriate response to national and local planning policy.

This report has demonstrated that this is an appropriate site for tall buildings. The proposed scheme is considered to be well designed and of a high quality. It would fulfil an important role in providing a residential accommodation within the City Centre, for which there is a need. It would provide a range of apartment sizes, commercial and communal units and high quality public realm.

As detailed above, a residential development at the site would be consistent with a number of the Greater Manchester Strategy's key growth priorities through the delivery of housing to meet the demands of a growing economy and population, in a well-connected location adjacent to a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities, including the Adopted Core Strategy, the First Street Development Frameworks and the Community Strategy. It is also in accordance with the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. Officers held pre-application discussions with the applicant to establish the in-principle acceptability of the proposed development. Also, officers worked with the applicant during the planning application process to deal with comments raised by consultees.

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: 111170/FO/2016/C1 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
Housing Strategy Division
Travel Change Team
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Wildlife Trust

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

Representations were received from the following third parties:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

Relevant Contact Officer : Laurie Mentiplay
Telephone number : 0161 234 4536
Email : l.mentiplay@manchester.gov.uk

Recommended conditions

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:

- EA_1534_PL 151 Plot 8 Planning Application Boundary
- EA_1534_PL 100 General Arrangement Ground Floor
- EA_1534_PL 101 General Arrangement Podium
- EA_1534_PL 600 Illustrative Landscape Sections
- P10002 Proposed Roof Site Plan Rev 1
- P12000 Level 00 General Arrangement Plan Rev 2
- P12001 Level 01 General Arrangement Plan Rev 1
- P12002 Level 02 General Arrangement Plan Rev 1
- P12003 Levels 03 & 04 General Arrangement Plan Rev 1
- P12006 Level 06 General Arrangement Plan Rev 1
- P12007 Level 07 General Arrangement Plan Rev 1
- P12008 Levels 08 To 9 General Arrangement Rev 1
- P12010 Levels 10 General Arrangement Plan Rev 1
- P12011 Levels 11 To 22 General Arrangement Plan (Excl.Level 18) Rev 1
- P12018 Level 18 General Arrangement Plan Rev 1
- P12021 Level 21 General Arrangement Plan Rev 1
- P12022 Level 22 General Arrangement Plan Rev 1
- P12023 Level 23 General Arrangement Plan Rev 1
- P12024 Level 24 General Arrangement Plan Rev 1
- P12026 Level 26 General Arrangement Plan Rev 1
- P20000 East Elevation - External Rev 3
- P20001 West Elevation - External Rev 3
- P20002 North Elevation - External Rev 3
- P20003 South Elevation - External Rev 3
- P20004 East Elevation - Newcastle Street Rev 2
- P20005 West Elevation - Newcastle Street Rev 2
- P20006 East Elevation Courtyard 1:200 Rev 1
- P20007 West Elevation Courtyard 1:200 Rev 1
- P20008 South Elevation Courtyard 1:200 Rev 1
- P20009 North Elevation Courtyard 1:200 Rev 1
- P20010 Streetscape -North South East West Rev 1
- P30000 Section AA 1:200 Rev 1
- P30001 Section BB 1:200 Rev 1
- P40001 Typical Façade Bay Studies Rev 2
- Enabling Works - SL-BX (10) 9001 P1 Piling Layout

- Enabling Works -NW7156-RPS-FS-DR-MEP-9600 P1 Diversions and Disconnections
- Arcadis Enabling Works document May 2016
- Design and Access Statement May 2016 Rev 1
- Planning and Tall Building Statement
- Statement of Consultation February 2016
- Energy and Environmental Standards Report OXF9305 3 February 2016
- Daylight and Sunlight Amenity Impact Assessment [1496]MPS January 2016
- Plant Palette EA_1534) PL_901 14 January 2016
- Waste Management Strategy January 2016
- Ventilation Strategy Report NW7186/GY/VH/H3 26 January 2016
- Crime Impact Statement Version A 2015/1029/CIS/01 14 January 2016
- Viability Assessment
- Environmental Statement plus Appendices and Non-Technical Summary February 2016

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.

3) Notwithstanding the details submitted with the application, prior to the commencement of development (except for the site enabling works described in the Arcadis Enabling Works document dated April 2016), a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management shall be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

4) Before any landscaping works commence, final details of the proposed landscaping scheme (including details of the proposed materials) shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied.

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

Reason: To ensure that a satisfactory landscaping scheme is carried out pursuant to policies EN1, EN9, EN15, SP1 and DM1 of the Core Strategy and the Guide to Development.

5) Before the development hereby approved is completed, a paving and surfacing strategy for the public footpaths, vehicular crossings, and vehicular carriageways around the site shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

Reason: In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to the Guide to Development and policy DM1 of the Core Strategy.

6) The development hereby approved shall include a building lighting scheme during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority.

Full details of such a scheme, including how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is completed.

The approved scheme shall be implemented in full before the development is first occupied.

Reason: In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester DM1 of the Core Strategy.

7) Notwithstanding the details submitted with the application, prior to the commencement of development or within a timescale as otherwise agreed in writing by the City Council (except for the site enabling works described in the Arcadis Enabling Works document dated April 2016), details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority.

The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason: To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy.

8) Notwithstanding the details submitted with the application, prior to the commencement of development (except for the site enabling works described in the Arcadis Enabling Works document dated April 2016), a servicing strategy, including a schedule of loading and unloading locations and times, must be submitted to

and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

9) The development hereby approved shall not commence unless and until a Construction Management Plan, has been submitted to and approved in writing by the City Council as Local Planning Authority.

The Construction Management Plan shall include details of the following:

- Hours of site opening/operation
- A Site Waste Management Plan
- Air Quality Plan
- A Plan Layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction.
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Construction and demolition methods to be used, including the use of cranes
- The erection and maintenance of security hoarding
- Measures to control the emission of dust and dirt during construction and
- A scheme for recycling/disposing of waste resulting from demolition and construction works
- Details of and position of any proposed cranes to be used on the site and any lighting
- A detailed programme of the works and risk assessments
- Temporary Traffic Management measures to address any necessary bus re-routing and bus stop closures
- Details of safe methods of working adjacent to railway operational land
- Details on the timing of construction and scaffolding

Any approval granted shall be following a consultation process that includes Transport for Greater Manchester. The approved CMP shall be adhered to throughout the construction period.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

10) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete.

Reason: To prevent detrimental impact on the amenity of nearby residents and in the interests of local amenity in order to comply with policies SP1 and DM1 of the Core Strategy.

11) The wheels of contractors' vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with a management scheme submitted to and approved in writing by the City Council as local planning authority prior to any works commencing on site.

Reason: In the interest of pedestrian and highway safety, as specified in policies SP1 and DM1 of Core Strategy.

12) Notwithstanding the details submitted with the application, prior to the commencement of development (except for the site enabling works described in the Arcadis Enabling Works document dated April 2016), a scheme for the storage (including segregated waste recycling) and disposal of refuse must be submitted to and approved in writing by the City Council as local planning authority.

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

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

13) The apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

14) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority.

The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective.

The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented.

The Travel Plan shall be fully implemented, prior to first occupation of the building, 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.

15) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason: In the interest of visual amenity.

16) The development shall not be occupied until a Residents Management Strategy has been submitted to, and approved in writing by, the City Council, as local planning authority.

The Residents Management Strategy shall include details of maintenance, security, energy management, janitorial services, common parts cleaning, exterior services, and building policies in relation to waste disposal, storage and deliveries.

The Residents Management Strategy shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason: To ensure the development is managed in interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

17) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

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

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

18) A detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved by the Council. This will contain a Noise & Vibration section that should base the assessment on British Standard 5228, with reference to other relevant standards. It should also contain a community consultation strategy which includes how and when local businesses and residents will be consulted on matters such as out of hours works. The CEMP shall be fully implemented in accordance with the programme of implementation, as approved.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG).

19) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences.

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

20) This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to a Sustainable Drainage System to meet the requirements of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and part H3 of the Building Regulations

Reason: to ensure the details of the development are acceptable, pursuant to policy DM1 of the Core Strategy

21) No surface water from this development is discharged either directly or indirectly to the combined sewer network

Reason: to ensure the details of the development are acceptable, pursuant to policy DM1 of the Core Strategy

22) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been

demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with a SUDS scheme to be submitted to and approved by City Council as local planning authority.

Reason: To protect the water environment and comply with the National Planning Policy Framework.

23) No occupation shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan.

The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: to ensure a safe form of development which poses no unacceptable risk of pollution.

24) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure a safe form of development which poses no unacceptable risk of pollution.

25) The applicant or their agents or their successors in title will secure the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI covers the following:

1. A phased programme and methodology of investigation and recording to include:
 - An evaluation using trial trenching
 - Detailed historical analysis
 - Informed by the above, more detailed, targeted archaeological excavation and recording
2. A programme for post investigation assessment, to include:
 - detailed analysis of finds.
 - production of a final report on the significance of the below ground archaeological interest.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results commensurate with their significance.
5. Provision for archive deposition of the report, finds and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the work set out within the approved WSI.

Reason: In accordance with NPPF Section 12, Paragraph 141 - To record and advance understanding of heritage assets to be lost and to make information about the archaeological heritage interest publicly accessible

INFORMATIVE

1) Construction/demolition works shall be confined to the following hours:

Monday - Friday*: 7.30am - 6pm

Saturday*: 8.30am - 2pm

Sunday / Bank holidays: No work

*Workforce may arrive on site 30 minutes prior but no working outside these times. Noise to be kept to a minimum in the first hour.

Any proposal for out of hours works shall be submitted and approved, at least 3 weeks in advance of such works commencing.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation during the construction/demolition phase

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: 108705/FO/2015/C1 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.

Lock No 90 (approx. 30m W of Albion Bridge) Grade II, 13 – 17, Albion Street, Manchester, Lock No.89 (Tib Lock), S of Havelock Mills, 16 – 20 Chepstow Street (Chepstow House), 90 Great Bridgewater Street, Tootal Building, Extension Lee House, Chepstow Street, The Ritz Dance Hall, Dalton Statue in forecourt of Dalton College, Manchester Ear Hospital (formerly), St Augustine's Roman Catholic Church, Ormond Building, Manchester Metropolitan University, Righton Building, Manchester Polytechnic School of Art Grade II no impact.

50 Great Bridgewater Street, The Britons Protection, Mill Chimney Stack on E side of junction with Cambridge Street, Chorlton New Mills, Chorlton Old Mill, Oxford Road Rail Station, 6 to 14a Oxford Road – Dancehouse Theatre Grade II negligible impact

Macintosh Mill - Former Cotton Mill on East Side of Junction with Cambridge Street Grade II listed ..The proposed development would block views of the building from the south across vacant land, however these are not significant views and do not impede views of the asset along historical streets. The proposed development will not enhance the setting of the asset, however nor will it detract from the significant elements of the asset's setting. Overall the development will have a negligible impact on the asset's significance.

Railway Viaduct – Manchester South Junction and Altrincham Railway Viaduct Grade II
The proposal would be visible through and above the viaduct from the north, however it will be read as a part of the surrounding development of a city, through which railways traverse. It will have no impact on its setting and thereby no impact on its significance.

Mill on north east corner of Junction with Chester Street (Marsland's Mill) Grade II

The proposed development will be immediately visible when viewing the asset from the east along Chester Road. However overall it will have a neutral impact as the vacant land currently detracts from its significance.

Chatham Mill Grade II The proposed development will have no impact on the immediate setting of the mill. It will be seen in the background when viewing the Mill from the east along Chester Street, however it will just be viewed as another part of the modern skyline and city within which the Mill is situated, particularly alongside the existing Parkway Gate development and Mancunian Way.

Refuge Assurance Company Offices (formerly) Grade II* no impact

Whitworth Street Conservation Area No key views have been identified in to and out of the Whitworth Street Conservation Area, either through the Conservation Area Appraisal above, or through assessment of this development. The proposed development will not impact the significance of the Whitworth Street Conservation Area.