

Application Number	Date of Appln	Committee Date	Ward
111719/FO/2016/C1	1st Apr 2016	30th Jun 2016	City Centre Ward

Proposal Construction of four residential buildings, ancillary amenity building for residents accommodating a tennis court, swimming pool and gym facilities (Use Class C3), ground floor retail units (Use Classes A1, A2, or A3), amenity space for residents within residential buildings, new public realm and landscaping, basement car parking and related highway, access, servicing, engineering and associated works.

Location Land Bounded By Owen Street, Pond Street, Deansgate And The River Medlock, Manchester, M15 4QA

Applicant CQ Investments Limited, C/o Agent

Agent Miss Jessica Stanley, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

Description

The site is within the Great Jackson Street Area at a key entry point to the city centre. It is 1.5 ha and bounded by Owen Street (an unadopted road), Old Deansgate, the River Medlock and Pond Street (an unadopted road). The site operated for a number of years as a 600 space surface level car park and archaeological and site investigation works are now underway.

Residential permissions have previously been granted on the site, the most recent being in 2008 (ref: 085107/FO/2007/C3) for the erection of five buildings ranging from 14 to 49 storeys incorporating. It proposed 1,094 apartments (Class C3), 100 serviced apartments, a hotel (Class C1); 813 basement car parking spaces; office space (Class B1 (a)); retail (Classes A1, A2, A3, A4 and A5); community facilities (Classes D1) including a crèche, a healthcare facility; new artist's and sculptors' studio and display gallery; leisure uses (Classes D2) including a health spa and fitness centre including a swimming pool; new landscaped public open space adjacent to the River Medlock with related access, servicing and associated works. The principle of major high-rise residential-led mixed use development has therefore been established on the site.

The surrounding area is characterised by the following uses:

- * residential properties, notably along City Road East and Old Deansgate/Castlefield;
- * office developments in Knott Mill;
- * vacant cleared sites such as the site of the former Tom Garner car showroom;
- * light industrial uses and temporary car parking around Great Jackson Street; and
- * in the wider area, there is a considerable amount of residential development within Castlefield and beyond the Mancunian Way in Hulme.

The site is not in a conservation area, but is adjacent to the Castlefield Conservation Area and the development would affect views from within a number of other city centre conservation areas. In addition the development could affect the setting of a

number of listed buildings, most directly the former Bridgewater Canal Company offices (Grade II listed) at the junction of Chester Street/Great Jackson Street.

The Proposal

The proposal involves the regeneration of the site for a mixed use development of four residential towers (referred to as buildings A-D) with an amenity building (building E) for residents and a large landscaped publicly accessible area. The application comprises:

- * 1,508 apartments (Class C3);
- * Four retail units (Use Classes A1, A2 or A3);
- * Community leisure facilities for the residents, including a swimming pool, tennis court, gym facilities, residents' lounge and a roof terrace;
- * 651 car parking spaces within a three storey basement across the site;
- * 755 cycle parking spaces for residents within the basement, a further 35 spaces within the public realm areas for visitors;
- * An area of landscaped public open space adjacent to the River Medlock covering over 60 per cent of the site;
- * access, servicing and associated works.

The buildings and distribution of uses within them is as follows:

Building A would be situated at the corner of Owen Street and Pond Street in the southern most corner of the site. It would comprise 64 floors above the podium and incorporate 496 apartments. It would be 200.5m measured from ground floor.

Building B – would be situated in the eastern section of the site adjacent to Pond Street and near to the end of River Place. It would comprise 50 floors above the podium and incorporate 386 apartments. It would be 158m measured from ground floor.

Building C – would be situated in the middle of the site. It would comprise 37 floors above the podium and incorporate 276 apartments. It would be 121m measured from ground floor.

Building D – would be situated at the north eastern end of the site adjacent to Deansgate. It would comprise 44 floors above the podium and incorporate 350 apartments. It would be 140m measured from ground floor. It would have a retail unit on the ground floor.

Building E – would be situated along part of the south eastern side of the site adjacent to Owen Street. It would comprise ground plus 3 storeys (16.95 m AGL). The ground floor would accommodate two retail units and lobby space, whilst the upper floors would provide the residents' indoor tennis court, swimming pool (20m x 10m with sauna, steam room and relaxation area) and gymnasium facilities, with a shared residents' garden at roof level.

Residential buildings A, B and C would have a common lobby on the ground floor with an adjacent lounge, exhibition space and seminar facilities, and a cinema on the

mezzanine floor. Tower D would have its own lobby located on the ground and lower ground floor levels.

The proposed mix of residential units is as follows:

1 beds – 303 (20%)
2 beds – 1,000 (67%)
3 beds – 189 (13%).

Ninety nine per cent of the apartments meet or exceed the Councils interim space standards. The layouts are arranged to maximise double aspect apartments and minimise single aspect and north facing apartments.

651 car parking spaces and 755 cycle parking spaces would be provided on three basement levels. Five per cent of the car parking would be fully accessible. Access to the car park would be via a vehicular ramp off Deansgate. The basement areas would also contain servicing and plant space and back of house areas. Level changes along the western site boundary allow the lower ground floor level to include a retail/restaurant unit, at the entrance to the public realm from Deansgate.

The proposed scheme would create 10,950 sq m of public amenity space across the whole site equating to 61% of the total site area. The proposed core public realm adjacent to the River Medlock is circa 4,600 sq m, which is a similar size to Exchange Square, providing a new destination with café spill out space. A terraced river side area would be created, linking in with the existing riverside walkway that runs from City Road East. Further elements of public realm are provided at the main drop off and entrance area for the residential developments on Owen Street, and it is proposed to provide tree lined streets along Owen Street and Pond Street. A private roof garden is proposed for residents over two levels. The roof garden is circa 1,585 sq. m. Green roofs are proposed to three of the towers.

All four towers have the same design with a four point star-shaped footprint, created by indenting each face of the towers by 1m, which creates a vertical crease, breaking down each elevation into two narrower planes. The facades of the towers would be fully glazed and would have a regular uniform grid, comprised of a combination of coloured, fritted and clear double glazed panels formed using a unitised curtain walling system. The adjacent faces of the towers would have different colour tones: light grey and dark grey (anthracite). Building E would consist of a fully glazed façade system using a combination of transparent and insulated opaque double glazed units in white. The ground floor facades across the site would consist of double glazed vision units, apart from the service bay along Pond Street, where a fully louvred façade is proposed to provide ventilation for the transformer rooms and car park.

The following documents have been submitted in support of the application:

- * Existing and proposed drawings;
- * Planning and Tall Building Statement;
- * Design and Access Statement (including Waste Management Strategy);
- * Public Realm Strategy;
- * Ventilation Strategy;

- * TV Reception Survey;
- * Environmental Standards Statement (including Breeam Pre-Assessment and Energy Strategy);
- * Ecological Assessment;
- * Residential Management Strategy;
- * Statement of Consultation;
- * Crime Impact Statement;
- * An Environmental Statement, which comprises:

Volume 1

- Introduction
- Methodology
- Site and Development Description
- Consideration of Alternatives
- Summary of Residual Effects
- Construction Methodology and Programme
- Built Heritage
- Townscape and Visual Impact
- Noise
- Traffic and Transport
- Air Quality
- Ground Conditions and Contamination
- Flood Risk and Drainage
- Sunlight and daylight
- Wind
- Solar Glare
- Archaeology

Volume 2: Technical Appendices

Volume 3: Non-Technical Summary.

Land Interest

The City Council has a land interest in the site relating to highway land. 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 application has been advertised in the Manchester Evening News as:

- a major development;
- affecting the setting of listed buildings;
- affecting conservation areas;
- affecting a public right of way
- a development for which an environmental impact assessment has been carried out;

A site notice has been displayed and the occupiers of nearby properties have been consulted. Eighteen representations, as well as a petition "Manchester City Council: Stop the building of 4 residential towers near Deansgate train station, Manchester" of more than 100 names have been received as a result of this publicity, as summarised below:

Overlooking/loss of privacy

Local job creation - where is the detail showing this?

Lack of affordable housing – the apartments are likely to be unaffordable for those in the largest increasing age bands ie age 20-29 and the applicant has not attempted to incorporate the Manchester Residential Growth Strategy into the proposal to promote increased opportunities for home ownership, particularly for young residents. One representation expresses support for the development as sustainable high density development, but expresses concern for the lack of affordable housing to support graduates and young professionals working in the city.

Lack of market demand for such a large amount of accommodation. The rental demand for high specification, high cost accommodation with high ground rent and maintenance costs in an area where there has been a significant number of residential developments already approved is questioned. The change in stamp duty for buy-to-let decreases the attractiveness to potential investors in an area where house prices have decreased over the last year.

Too high and out of scale with surroundings - This should not be a site for tall buildings, located adjacent to existing low-rise residential buildings (which are approximately 5-10 storeys), especially when there is alternative land in the rest of the Great Jackson Street Development Area. Beetham Tower is different as it is surrounded by commercial development. Previously approved applications for this site had tower heights of between 14 to 49 storeys and the Great Jackson Street Development Framework (January 2015) indicates towers of 30, 32, 43 and 58 storeys, which went beyond long term residents expectations for the area.

The high density of buildings is not sympathetic to the open space of Castlefield.

Loss of light to nearby apartments - The applicant appears to have disregarded the findings of the daylight and sunlight studies, which appears to find that most windows in the existing residential apartments (eg 12 out of 14 windows within the Boatmans apartment block) failed to meet recommended criteria. Conducting arduous light analysis exercises seems meaningless if the guidelines and impacts on neighbours are disregarded.

Apartments within Deansgate Quay have not been considered adequately in the GIA assessment – only two numbers have been considered (388 and 386) but many more will be affected including many south facing apartments, especially when the 13 storey development approved under 110730 (Plot H of the Great Jackson Street Masterplan, which showed only a 5 storey building) is taken into account: all submissions should consider this development. Residents understand that the plot on the north side of Chester Road opposite Deansgate Quay (also under Owen

Street Ltd) is planned to have another tall building, which would effectively create a U-shape block of tall buildings around Deansgate Quay, blocking the sunlight entirely for many residents.

A further study should be undertaken by a different company to get a second opinion as the GIA assessment is inadequate. The argument that the assessment is mitigated due to the current baseline for light being unusual given the empty site does not justify the extent of loss of light to be suffered by neighbours. The effects should be re-assessed using a different hypothetical baseline.

The towers positioning has a lack of regard for existing residents, being positioned to prevent overshadowing of the public space in mid-afternoon but causing overshadowing of existing outside spaces for residents in Boatmans (1st floor communal terrace, communal roof terrace and communal balconies), Lumiere, City South and Hill Quays instead.

The development will result in a neighbourhood of darkness overshadowed by the four skyscrapers, in a city where the yearly total of global horizontal irradiation (the amount of sunlight) is already substantially lower than the rest of the UK. This could lead to a variety of health issues for residents (eg vitamin D deficiency, and seasonal affective disorder); the overshadowed properties being both colder and darker, resulting in higher energy demands for heat and light, which would ultimately increase carbon emissions.

Appearance – the architecture should be more ambitious for this landmark development.

Lack of public parks and spaces within the City Centre – could the residents' rooftop café bar with private terrace and garden instead become a public access viewing platform and public garden, providing a world class 'must see' tourist attraction for Manchester?

Lack of green space within the public realm. A Manchester City Council report 'Open Space and Recreational Needs Assessment' stated that consultation highlighted the importance of providing additional greenspace in the City Centre and that this should be taken into account in future development planning of the Centre.

Damage to the local environment, especially birds. The area is populated by a variety of birds including ducks and geese using the river. The birds could fly into the high-rise structures and die, or be driven from the area by construction.

Wind (noise impact and ground level conditions) - The Beetham Tower (which was designed by the same architects as this scheme) makes a loud howling noise in windy weather; what's to say these towers will also not make a loud noise, especially as there are four of them and some are much taller than Beetham?

The height of the development could result in unpleasant or even dangerous conditions for pedestrians on the ground through them being blown over or even hit by vehicles being blown over (as happened in Leeds), and result in wind battering against windows of existing residential apartments.

Noise impact from all the uses proposed, including those at unsociable hours.

Litter resulting from an increase in activity – need sufficient waste management.

Increased pressure on public services, including healthcare services, school places, policing, and city centre post offices and banks – would existing and new residents have access to new doctors and other services? Increases in apartments need to be supported by increases in services such as GPs, dentists, schools and playgrounds as MCC should be looking to vary the demographics of the population in the City Centre

Leisure facilities - Nearby existing residents should be given access to the new leisure facilities in return for a contribution to the running costs.

Loss of view of the church.

Loss of a large high-demand car park resulting in loss of off-road parking for existing residents, commuters and visitors contrary to the City Council's initiative to provide more parking on the outskirts of the City Centre to relieve congestion in the Centre, and inflation of prices for remaining parking. The SK Framework Travel Plan disregards the high costs and current demand of alternative parking facilities. Increased demand from future residents will further decrease parking availability exacerbating the situation.

Increase in traffic (servicing and residential vehicles) – southern routes into and out of the City Centre are already in the top 10 most congested routes in the UK and Manchester is the second most congested city outside London. Increase in traffic on the Mancunian Way, which is already suffering from the City Council's decisions on cross traffic in the City Centre. Increased traffic congestion could lead to longer commuting times, which could make Manchester less attractive for businesses and potential investors, and could result in delays to emergency vehicles.

Will access from surrounding roads be sufficient (Owen Street is currently cobbled)?

Insufficient parking provided – Loss of 600 space car park whilst adding up to 3000 more residents to the City.

Construction – There will be dust/air pollution, noise and traffic issues from construction which could last several years, meaning existing residents cannot open their windows in hot weather. Air pollution will be caused from the use of large amounts of concrete (the concrete industry is one of the two largest producers of carbon dioxide in the world).

Lack of energy saving and carbon reduction initiatives - Development should incorporate renewable energy sources such as wind or solar power and more energy efficient solutions such as CHP, particularly as a government report has found that the residential sector was responsible for around 25% of UK greenhouse gas end-user emissions in 2013 (Department of Energy & Climate Change 2014 UK Greenhouse Gas Emissions, Provisional Figures, 26 March 2015).

Lack of consultation with residents - Some residents did not receive an invitation to the developer's public exhibition contrary to Section 122 of the Localism Act. The objector does not believe that most residents who attended the exhibition saying that they would support the scheme is representative of the opinions of residents. It would be interesting to know the profile of the attendees (eg homeowner, tenant, local business owner). Occupiers of Deansgate Quay and Boatmans were not notified.

Lack of notification of planning application from City Council – Three weeks is not enough to consider such a large application. As many apartments are let out, the owners may not be aware that the application has been received. A letter was received from GIA regarding rights to light before the City Council notification letter was received. This along with groundworks starting on site appears to be intended to circumvent the planning process and prevent affected residents from having sufficient time to voice concerns.

Ground works already appear to have started before permission has been granted.

Consultations

Highway Services - Parking provision is acceptable given the sustainable location of the site. Capacity for visitor parking can be provided within nearby city centre car parks and on-street pay and display bays. A S278 agreement would be required for off-site highway works. A site wide access strategy should be developed to manage all drop-off/pick-up arrangements at the site and encourage a turnover of vehicles. Increased cycle parking provision is recommended where possible. Servicing should take place outside peak hours. Conditions should be applied requiring a Full Travel Plan, a Servicing Management Strategy, a Waste Management Strategy and a Construction Management Plan.

Housing Strategy Division (HSD) – The HSD is pleased to see development to provide much needed housing to meet the need of the mobile city centre workforce. This is not a location where Strategic Housing would be looking affordable housing but it could provide for social rented units as part of a s106 contribution. Access to home ownership could be available through the Help to Buy scheme should this still be in place when the development is brought forward. Any affordable housing contribution, subject to a financial viability assessment, should be in the form of commuted sums.

Environmental Health - Recommends conditions relating to a Construction Management Plan, fumes/odours, commercial opening hours, servicing hours, acoustics (commercial, residential and plant), hours of use of the proposed outdoor tennis court, waste management, and air quality (including measures to offset emissions).

MCC Flood Risk Management - Recommends conditions regarding Sustainable Drainage Systems (SuDS) be attached to any approval.

Contaminated Land Section – The submitted site investigation, risk assessment and remediation strategy are considered to be adequate. A condition requiring a watching brief and verification report should be attached to any permission.

Greater Manchester Police - The proposed development should be designed and constructed in accordance with the recommendations within section 3.3 of the Crime Impact Statement and a condition requiring Secured by Design accreditation should be attached.

United Utilities Water PLC - No objection subject to conditions regarding drainage.

Historic England (North West) - No objection.

Canal & River Trust - No comments.

Environment Agency - No objection subject to mitigation measures within the Flood Risk Assessment being implemented. The development aims to positively integrate and interact with the River Medlock corridor, creating a new publicly accessible 'river zone' with new elements of green space adjoining and connecting with the river, as well as commitment to providing new wildlife friendly features to the ecological network and river corridor.

Greater Manchester Archaeological Advisory Service - The site has considerable archaeological interest relating to Manchester's Roman origins and early industry, therefore a scheme of mitigation to excavate and record the remains is required. GMAAS are happy that the archaeological interests of the site have been properly identified and scheme of evaluation is being implemented in the form of machine stripping of the site based on a Written Scheme of Investigation. They recommend a condition to secure a scheme of works for the outstanding archaeological interests.

National Air Traffic Safety (NATS) – NATS objected to the proposed development as it is expected to cause an unacceptable impact on the operation of the radar at Manchester Airport. However, the impact can be mitigated through a modification to the radar system and NATS is satisfied that should the Planning Authority be minded to grant the application, it would be willing to withdraw its objection subject to the imposition of an aviation condition requiring a Radar Mitigation Scheme before development commences.

Manchester Airport Safeguarding Officer – Has no objection to the proposed development subject to conditions regarding obstacle lighting and a Radar Mitigation Scheme, and an informative regarding crane operations during construction.

Natural England - The proposal is unlikely to affect any statutorily protected sites or landscapes. It is in an area that could benefit from enhanced green infrastructure provision. Natural England's standing advice on protected species should be applied. The application may provide opportunities to incorporate biodiversity and landscape enhancements into the scheme.

Greater Manchester Ecology Unit - The development is unlikely to have a negative impact on the ecological potential of the adjacent River Medlock, except for potential

pollution and run-off during construction. A condition is therefore recommended to protect the river during construction, but an EU Water Framework Directive assessment is not required. Bird nesting and bat roosting features are welcomed. The site has been cleared and the applicant should be advised of his obligations under the Wildlife and Countryside Act 1981 with regard to nesting birds. Enhancement measures within the river channel should be investigated. The ecological assessment of the site showed it to have very little ecological interest. However, one section of the river wall could have potential for roosting bats and if works are proposed here additional assessments will be needed. A condition requiring an ecological management plan is recommended.

National Planning Casework Unit - No comments.

Manchester Conservation Areas and Historic Buildings Panel (Draft Comments) –

“The Panel advised that their main concern is the relationship that the podium has at ground level with the River and surrounding streets and asked that a high degree of consideration should be given to permeability and connectivity with the surrounding area. The Panel would like to see a very high quality landscaping scheme.

The Panel asked for a detailed archaeological study of the whole area due to the extensive basement area.

The Panel asked for more consideration to be given to creating a more interesting roof line.”

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 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 proposals would develop a high-quality development in an area in need of regeneration. This would create jobs during construction and would add to the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 2 Ensuring the Vitality of Town Centres- The proposal would develop a key site on a gateway route into the City Centre and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives, delivering appropriate housing and meeting the demands of a growing economy and population. It would be close to 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 an accessible location close to the Deansgate tram and train interchanges as well as buses in the City Centre. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 (Delivering a wide choice of high quality homes) – The scheme would provide an efficient, high-density development that would bring 1508 homes to a sustainable location within the City Centre. The scheme would provide a range of accommodation sizes, types and tenures and help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable 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 buildings and public realm would be of a high quality and would help to raise the standard of design more generally in the area.

Section 8 Promoting healthy communities – The development would facilitate social interaction and help to create a healthy, inclusive community. The development would help to integrate the site into the locality and increase levels of natural surveillance.

Section 10 Meeting the challenge of climate change, flooding and coastal change – The application site is in a highly sustainable location and would seek to achieve a 'Very Good' BREEAM rating.

An Environmental Standards Statement has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The site is in Flood Zone 2 and a Flood Risk Assessment has been carried out which recommends mitigation measures. This is discussed in more detail below.

Section 11 Conserving and enhancing the natural environment – The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the 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 Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1, DM2 and PA1

The Core Strategy Development Plan Document 2012 -2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The adopted Core Strategy contains 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 would provide 1508 residential units 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.

SO5. Transport – The development would be highly accessible reducing the need to travel by private car and make the most effective use of public transport. This would help to improve physical connectivity through 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.

SO6. Environment – The development would seek to protect and enhance 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; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) – The development would be highly sustainable and provide high quality residential accommodation alongside economic and commercial development. 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 both enhance and create character, re-use previously developed land and reduce 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 proposal would contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would contribute to creating an active frontage and increasing footfall along the street. The commercial units would also service other residential units within the area.

Policy CC9 Design and Heritage – The proposed new building would have a high standard of design appropriate to the City Centre context. It would impact on the character and appearance of the nearby Castlefield Conservation Area on the settings of a number of nearby listed buildings. However the impact would not be detrimental and is set out in more detail later in the report.

Policy CC10 A Place for Everyone – The flats would be a mix of one, two and three bedroom apartments which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building would have high standards of accessibility.

Policy H1 Overall Housing Provision - The development would provide new homes in the City Centre, consistent with regeneration objectives, and help to create a mixed use community. It would contribute to the ambition of building 90% of new housing on brownfield sites. The car park was an interim use and its development would have a positive impact on the surrounding area. The development would meet 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 regarding the provision of affordable housing. The appraisal demonstrates that the proposed scheme is viable and capable of being delivered but concludes that it cannot support affordable housing. This issue is discussed in more detail below.

Policy T1 Sustainable Transport – The development would encourage a modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes within the area and the pedestrian environment.

Policy T2 Accessible Areas of Opportunity and Need – The proposed development 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 the development would enhance the character of the area and the overall image of Manchester. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The proposed building 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.

Policy EN3 – Heritage The site currently has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it. The quality and design of the building would maintain the character and appearance of the Castlefield Conservation Area and would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail below.

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

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 proposed energy statement for the scheme sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 – Green Infrastructure – The development includes tree planting and the incorporation of rooftop gardens.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared with appropriate mitigation measures. This is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The redevelopment of the site would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats, as well as for the river.

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

Policy EN 18 - Contaminated Land and Ground Stability- A site investigation, which identifies possible risks arising from ground contamination has been prepared.

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.

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- 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.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy DM2 Aerodrome Safeguarding – The applicant would ensure that appropriate measures are carried out in relation to the development to ensure that it would not affect the operational integrity or safety of Manchester Airport or Manchester Radar. Where necessary, a condition requiring this should be attached to any permission.

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would maintain the character and appearance of the nearby Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site has an archaeological interest from Roman times and historical industry and a scheme of investigation is proposed and underway.

DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and that it would be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later on in this report.

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

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as Great Jackson Street. This area will be transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding developments such as First Street. The River Medlock will be utilised to create a distinct identity and sense of place, which will be attractive to new residents. The key priorities for this area are:

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

The proposed development would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the

greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment, making Central Manchester an attractive place for employer investment, and changing the image of Central Manchester.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for 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 of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Great Jackson Street Development Framework

In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. The Framework was updated in 2015. The vision set out in the approved updated Framework establishes the provision of a new high density quarter of Manchester with a vibrant and sustainable mix of uses, whose economic viability is driven by knowledge capital, comprising high quality urban architecture that enriches the city's public realm and establishes its reputation for design excellence in building. Development here should signal the site as a significant point of entry into the City.

In the context of the Development Framework, the current application site holds a pivotal location in terms of spreading activity beyond the railway viaduct and the River Medlock, and substantially raising the profile of the Great Jackson Street area as an emerging part of the city centre. The site is specifically identified in the approved Framework for a mixed residential and commercial development comprising a series of towers. This is consistent with the current planning application.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp

Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

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

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

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.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

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) ('The Regulations').

The proposed development falls under 'Infrastructure Projects' (Schedule 2, 10 (b)) as described in the EIA Regulations. The site area is approximately 1.5 hectares, but

the proposal 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 proposed development. During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with relevant consultees, and it is considered that the issues that could give rise to significant impact are:

- *Built heritage,
- *Townscape and visual impact,
- *Ground conditions and contamination,
- * Daylight and Sunlight,
- *Traffic and Transport,
- * Noise and Vibration,
- * Wind microclimate,
- * Flood risk and drainage,
- *Air Quality,
- *Solar glare, and
- *Archaeology.

These issues are dealt with in detail further on in the report below. The issues considered to be unlikely to give rise to significant impacts are:

Ecology and Nature Conservation;
Telecommunications; and
Crime and disorder.

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

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Manchester City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new residential development and, as the City moves into its next phase of economic growth, further housing provision is required to fuel and complement the City's economic growth. The proposal would develop a key strategic site in one of the City's key regeneration areas and would help to transform a key entry point into Manchester.

Development Frameworks have been endorsed for the First Street and Great Jackson Street areas which aim to regenerate large parts of the southern edge of the City Centre. The creation of a landmark development would be consistent with the approved SRF and could act as a catalyst for further development and regeneration. The current application would be the first development in Great Jackson Street and could help to establish a new residential area within the City Centre.

A landmark high quality development as proposed, incorporating residential accommodation, local residential amenities, ground floor retail/restaurant uses and public realm, would create a critical mass of activity and attract people to the area. The surface car park provided an acceptable interim use, but this proposal represents a very important opportunity to expand the active core of the city centre towards the south and the proposal is a significant component of the continued social and economic development of the city.

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 a part of the City Centre that has been identified as a suitable location for further residential development. 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, adjacent to a major employment centre and would promote sustained economic growth within the City.

The proposal would deliver a large number of good quality apartments for both the private rented and owner occupier markets and would complement the existing residential community in the area. It would also help to enhance connections to the city centre. The quality and mix of the product and the size of the apartments have been designed to appeal to several sectors of the market including owner occupiers and renters.

In view of the above, the development would be in keeping with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, ,CC4, CC7, CC8, CC10, EN1 and DM1.

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 in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. 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.

The applicant has provided a viability appraisal for the site and the proposed development. The appraisal shows that the financial impact of the provision of affordable housing, combined with other planning obligations would affect the scheme's viability. The scheme would deliver benefits on the site through the provision of large areas of public realm, covering more than 60 per cent of the site, mainly along the riverside, as well as buildings of a high design specification. It is considered therefore that the inclusion of affordable housing within the scheme would prejudice the achievement of other important planning and regeneration objectives, and would undermine a significant development proposal critical to economic growth within the City.

Tall Buildings Assessment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for tall buildings. In order to assess this, the proposals have been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABI in July 2007.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

Whilst the site is not within a conservation area, it is within the vicinity of historic sites, such as the site of the Roman Fort, the group of grade II listed buildings within the Castlefield Canal Basin, and the criss-cross of railway viaducts, including Manchester South Junction and Altrincham Railway Viaduct (grade II). These are situated within Castlefield Conservation Area, the boundary for which is to the north-west of the application site. The site is also adjacent to the Grade II listed floodgate to the River Medlock on the east side of Knott Mill Bridge, and would have an impact on the settings of other nearby Grade II listed buildings such as Bridgewater House on Chester Road, Middle Warehouse on Chester Road and Artingstalls Auctioneers (former Congregational Chapel) on Bridgewater Viaduct.

The application includes a Heritage Statement and a Townscape and Visual Assessment of the proposal, which assesses the impact of the development on various views within the city, including "Heritage Views" to and from important heritage assets within the city centre and the cumulative impact of development that has been proposed nearby. As the main higher grade heritage assets are some distance away, the main impact on them would be experienced in long views and upon the city skyline.

There would be little or no impact on St Peters Square and Albert Square in the vicinity of the Town Hall, Town Hall Extension and Central Library (grade I and II*). The impact from Manchester Central (grade II*), Liverpool Road Station (grade I) and St Georges Church (grade II*) would be greater but acceptable given the character of the surrounding urban context. Views from other locations indicate a small or moderate impact. The main heritage impacts would be on views from the Canal Basin in the Castlefield Conservation Area, and along Deansgate.

Section 12 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 128 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance sufficient to understand the potential impact of the proposals on their significance. In determining applications, the following considerations should be taken into account:

- 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 viability.
- The desirability of new development making a positive contribution to local character and distinctiveness.

Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals. The Environmental Statement includes a chapter assessing the historic environment and visual impact of the proposals upon the identified heritage assets in the vicinity of the site.

The Heritage Statement has assessed the impact of the development from ten key viewpoints around the site. The statement finds that the proposed development would have one instance of no impact, seven instances of negligible impact and two instances of moderate adverse impact. There are two views where the scale of the proposed development would affect the ability to understand and appreciate the historic environment. These are views looking east from within Castlefield Basin to the north west of the site, and looking south down Deansgate from just north of the railway viaducts near the Beetham Tower, thereby also having an adverse impact on the setting of the Grade II Middle Warehouse and Castlefield Conservation Area. However, it is considered that the proposed development would not cause substantial harm to any heritage assets, as it would not have a physical impact and would not seriously affect any important elements of any of the assets' special architectural or historic interest.

Whilst there would be two moderate adverse impacts on the historic environment, it is considered that those adverse impacts would be outweighed by the public benefits of the scheme, which would include:

- Bringing a cleared site, which has a negative impact on the townscape, back into active use; regenerating a major vacant site in the City Centre;
- Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- Optimising the potential of the site to accommodate and sustain an appropriate mix of uses, providing the quality and specification of accommodation required by businesses and residents;
- Providing a major new high quality public space to the City;
- Positively responding to the local character and historical development of the City Centre, whilst delivering an innovative and contemporary design that transforms the local context whilst retaining its significant components;

Creating a safe and accessible public environment with clearly defined areas and active public frontages to enhance the local quality of life; and
Providing sustained economic growth.

It is considered that these public benefits would mitigate against any instances of harm and would sustain the heritage values of the heritage assets affected. On balance, therefore, it is considered that the proposed development would enhance the character and appearance of Castlefield Conservation Area and would not have a significant detrimental impact on the settings of nearby listed buildings. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and the conservation area as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF.

The Townscape and Visual Impact Assessment has considered a range of views of the site across a wide area of the city. The assessment has found that the overriding impact of the scheme would be a moderate to minor beneficial effect, except for where the development would be obscured by other developments or there would be no discernable deterioration or improvement in the view, and where the heritage assets outlined above would be affected. The verified views submitted in support of the application demonstrate that the proposed development would add a positive element to the Manchester skyline and would serve as a place making landmark in this key location. When seen from the radial approaches to the city, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city and this development would introduce a clear clustering of buildings to create a dynamic and varied skyline. In design terms, the heights of the buildings would serve to reinforce the importance of the site as a point of access to the City Centre. It should also be noted that the principle of taller buildings has previously been established in this part of the City Centre with the previous planning permissions on this site.

It is considered therefore that the visual assessment has satisfactorily demonstrated that this proposal would not have an adverse impact on any views of importance from within the City Centre. On balance it is considered that the tall elements would create a positive landmark in the area, providing an architectural statement of high quality in the Great Jackson Street area, thus enhancing the City's skyline and having an overall positive effect on the townscape.

In terms of archaeology, the site has considerable archaeological interest relating to Manchester's Roman origins and early industry. The applicant is committed to ensuring that the archaeological interests of the site are fully investigated and recorded and this should be secured via a condition on any approval.

Relationship to Transport Infrastructure

The Transport Assessment has considered the potential impact of the proposal on transport infrastructure which concludes that it would not have a material impact upon traffic and the network capacity. Conditions regarding the provision of a site-

wide access strategy to manage all drop-off/pick-up arrangements at the site, a full travel plan, a servicing management strategy, a waste management strategy and a construction management plan should be attached to any permission.

The site is located close to City Centre bus routes and bus stops and is very close to Deansgate Railway Station and Metrolink services at Deansgate-Castlefield. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the wider city centre. It is considered therefore that the site is in an optimum location for sustainable transport links

A Framework Travel Plan (TP) prepared in support of the application sets out a package of practical measures aimed at reducing the transportation and traffic impact of the development. The Plan is intended to encourage individuals to choose alternative modes over single occupancy car use and where possible reduce the need to travel at all.

There are no objections to the proposal from an aviation safeguarding aspect subject to the imposition of an aviation condition requiring a Radar Mitigation Scheme before development commences.

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 tall 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 proposal is for a tall, high quality building that would reinforce this gateway entry point to the city centre that would be consistent with the massing and scale of development established by the Great Jackson Street Development Framework and similar to the previously consented scheme. The proposal would positively contribute to the group of tall buildings on this side of the City Centre, including the 47 storey Beetham Tower, the 35 storey building approved at Whitworth Street West, the 27 storey Axis building also on Whitworth Street West and the 42 storey tower approved on the River Street site.

Each tower would have a strong, simple silhouette and regular geometric composition, which would be complemented by a uniform approach to the cladding. This would comprise a combination of coloured, fritted and clear double glazed unitised panels, creating a uniform façade pattern over all of the towers. All the elements would sit in one plane, giving a crisp appearance to the building. The fully glazed, patterned elevations with two different colour tones would create a dynamic animated façade, which would respond to shifting viewpoints and changing environmental conditions. Building E (amenity building) would also consist of a fully glazed façade system using a combination of transparent and insulated opaque double glazed units in white. A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any

permission granted. Given the above, it is considered that the proposed development would result in high quality buildings that would be appropriate

Sustainable Design and Construction

The application is supported by an Environmental Standards Statement and an Energy Strategy, which sets out how the proposed development would incorporate sustainability measures, including energy efficiency and environmental design. The proposed energy strategy is driven by the choice of materials, along with high quality design and construction standards to improve the energy efficiency of the buildings, and the proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide To Development Supplementary Planning Document criteria. The proposed non-domestic elements of the scheme would achieve a BREEAM rating of 'Very Good'. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development, with a dwelling emission rate reduction being achieved solely through the use of an enhanced material specification. As a consequence of following the principles of the Energy Hierarchy and limiting energy demand through the choice of materials, there is no requirement for renewable energy provision at this site. It is considered therefore that the design and construction would be sustainable.

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 has been developed in consultation with a contractor from the outset and reflects a scheme that is agreed, viable and deliverable. The applicant has significant experience of delivering residential development and has recently completed a number of such developments in Manchester and Salford. They are currently delivering residential schemes at Cambridge Street and Water Street, both of which involve tall buildings. The viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

The design team have previous experience of delivering tall buildings within the City (most notably the Beetham Tower and No1 Deansgate) and have recognised the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

It important that the development interacts positively with and contributes to its surroundings at street level. The proposed development would deliver a significant enhancement to the townscape in this part of the City Centre, particularly along Deansgate and Owen Street. More than half the site (10,950 sq m, 61%) would be dedicated to high quality public realm areas, the main one being the creation of a

large public plaza adjacent to the River Medlock, which would have an area of approximately 4,600 sq m (equivalent to the size of Exchange Square). The plaza is designed to be a flexible space to cater for varying sizes of events, potentially creating a destination space for the area. The plaza area would link through to the existing riverside walkway to the north east and open up access to the River Medlock. Whilst the residents' facilities such as the tennis court and swimming pool would not be for general public use, the proposed buildings would have active ground floor frontages with retail and café uses. Those parts of the buildings where an active frontage is not provided would have landscape planters and seating to create a human scale to the tall buildings and encourage people to sit and animate the space. Tree lined streets along Owen Street and Pond Street would provide a canopy above head height to create more of a human scale and soften the built form. The use of quality, robust materials would create a vibrant landmark development with a strong identity.

Effect on the Local Environment

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

(a) Sunlight, Daylight and Overshadowing

The nature of high density developments in City Centre locations does mean that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way. The Great Jackson Street Development Framework has envisaged that this site would be developed at a high density and scale, and planning permission has previously been given for tall, high density buildings on this site.

A daylight and sunlight analysis has been undertaken, using computer software in order to measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011) and BS8206 – Part 2:2008 Code of Practice for Daylighting.

The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable.

Daylight

In order to achieve the daylight recommendations in the BRE guidance, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a

ratio of after/before of 0.8 or more. If the direct skylight to a room is reduced to less than 0.8 times its former value, this would be noticeable to the occupants. The BRE Guide recognises that different targets may be appropriate depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density city centre as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that VSC level diminishes rapidly as building heights increase relative to distance of separation and within city centre locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this. Whilst a detailed analysis has been undertaken adopting the 27% threshold for VSC levels, the results should be interpreted in the context that, within a densely developed City Centre environment, achieving this level, whilst developing this site at the densities required to deliver the Masterplan, is aspirational.

The facades of the residential buildings around the site were assessed. Overall the impacts can be summarised as follows:

Deansgate Quay – Eighty nine of the 136 windows would fall below the BRE VSC criteria, with 23 of the windows having a medium magnitude of change and 54 having high magnitude of change. Of the 89 windows that do not meet the BRE targets, approximately 34 serve bedrooms. The Guide accepts that bedrooms have a lesser requirement for daylight. No reduced alternative targets have been applied to the bedrooms, and as such, the deviations from the target value in this instance is not representative of the change in amenity than any occupier is like to notice. The majority of these bedrooms, and some isolated living rooms to Deansgate Quay that do not meet the Guidelines have overhanging balconies or canopies. The BRE Guide states “existing windows with balconies above them typically receive less daylight. Because the balcony cuts out the light from the top part of the sky, even a modest obstruction opposite may result in a large relative impact on the VSC, and on the area receiving direct skylight.” Eight of the windows are secondary windows/patio doors to a main living room window. There are 28 windows to living rooms which fall short of the target values. At present, Deansgate Quay has a relatively open aspect, over an existing clear site. This is an unusual scenario for an urban building, and should not be regarded as a normal baseline scenario. The overall effect of the proposed development on daylight to this building is considered to be moderate adverse.

Hill Quays - Three hundred and twenty five of the 426 windows would fall below the BRE VSC criteria, with 26 of the windows having a medium magnitude of change and 254 having a high magnitude of change. The BRE Guide suggests that a larger relative reduction in VSC may be unavoidable if the existing window has projecting wings on one of both sides of it, or is recessed into the building so that it is obstructed on both sides, as well as above. This is the case for Hill Quays, where all of the windows are recessed beneath balconies and within deep reveals. The self-limiting design of this building means that an unusual burden is put upon the application site to retain low levels of daylight, which is considered to be unreasonable for a city centre context. Furthermore, approximately 50 per cent of the windows that will have adverse reductions are bedrooms, which are considered to have a lesser requirement for daylight. Overall, considering the specific

architecture of Hill Quays, the effect to this property is considered to be moderate adverse.

Lumiere and Danube Buildings – One hundred and seventy four of the 405 windows would fall below the BRE VSC criteria, with 46 of the windows having a medium magnitude of change and 76 having a high magnitude of change. The majority of the windows analysed within the Lumiere and Danube Buildings would comply with the BRE Guide. Those that do not comply either serve bedrooms, or serve windows that are overhung by balconies. Windows adjacent to those overhung by balconies would receive much better daylight, and so it is apparent that the balconies limit the availability of daylight. Furthermore, the daylight received to the Lumiere and Danube Buildings is generally low, with living room windows to the lower floors receiving 3-5% VSC in the existing scenario. In some cases, the VSC reduction is relatively modest, but due to the low existing VSC values, these modest changes lead to large proportional reductions between the existing and proposed scenarios. Overall considering these factors, the effect to this property is considered to be minor adverse.

City South – Ninety seven of the 157 windows tested would fall below the BRE VSC criteria, with a medium magnitude of change for 38 windows and a high magnitude of change for 25 windows. The majority of those that do not pass are either serving bedrooms, or are over hung by balconies. On this basis, these results are considered acceptable. Overall, the effect to this property is considered to be minor adverse.

The Boatmans – Twelve of the 14 windows tested would fall below the BRE VSC criteria, with a negligible magnitude of change for 2 windowss, and a high magnitude of change for 12 windows. All of the windows analysed on the elevation overlooking the application site serve bedrooms. The main habitable rooms for the flats are located on other elevations unaffected by the proposed development. Given that the rooms affected are bedrooms and the fact that the living rooms of the flats are unaffected, these results are considered to be acceptable. Overall, the effect to this property is considered to be minor adverse.

Sunlight

For sunlight impact assessment the BRE Guide sets the following criteria:

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

A sunlight assessment has been prepared in respect of those windows in the properties which face within 90 degrees due south and therefore currently receive some direct sunlight. The impacts of the sunlight assessment on the buildings around the site can be summarised as follows:

Deansgate Quay – There would be a negligible magnitude of change for 64 windows, a low magnitude of change for 7 windows, a medium magnitude of change for 6 windows and a high magnitude of change for 40 windows. The results of the winter

sunlight hours assessment for Deansgate Quay indicated that there is a negligible magnitude of change for 83 windows, and a high magnitude of change for 38 windows. Overall, considering the factors discussed in connection with the daylight results, the effects on this property are considered to be moderate adverse.

Hill Quays – There would be a negligible magnitude of change for 104 windows, a low magnitude of change for 5 windows, a medium magnitude of change for 3 windows and a high magnitude of change for 211 windows. The results of the winter sunlight hours assessment for Hill Quays indicated that there is a negligible magnitude of change for 164 windows, and a high magnitude of change for 168 windows. Overall, in view of the factors discussed previously, the effect to this property is considered to be moderate adverse.

Lumiere and Danube Buildings – There would be a negligible magnitude of change for 86 windows, a low magnitude of change for 2 windows, a medium magnitude of change for 5 windows and a high magnitude of change for 4 windows. The results of the winter sunlight hours assessment for Lumiere Buildings indicated that there would be a negligible magnitude of change for 166 windows, a low magnitude of change for 9 windows, a medium magnitude of change for 2 windows and a high magnitude of change for 38 windows. Overall, the effect to this property is considered to be minor adverse.

City South – There would be a negligible magnitude of change for 70 windows and a high magnitude of change for 1 windows. The results of the winter sunlight hours assessment for City South indicated that there would be a negligible magnitude of change for 71 windows. Overall, the effect to this property is considered to be negligible.

The Boatmans – There would be a negligible magnitude of change for 2 windows. The results of the winter sunlight hours assessment for The Boatmans indicated that there would be a negligible magnitude of change for 2 windows. Overall, the effect to this property is considered to be negligible. The sunlight results are generally favourable, when the overhanging balconies, recessed windows and clear site opposite are considered. The sunlight results are considered to be acceptable for an urban development of this nature.

The BRE guide recognises that in an urban area, with modern high rise buildings, a higher degree of obstruction may be unavoidable. As well as the fact that the guidelines are designed to be applied to suburban locations, the above results should also be considered in the context that the application site has been cleared for many years. As such, the buildings that overlook the site have benefitted from conditions that are relatively unusual in a city centre context. Therefore, the existing baseline situation against which the sunlight, daylight and overshadowing impacts of any proposed development on this site would be measured are not considered to be representative of the usual baseline situation that would be encountered within a city centre environment. These factors mean that it is inevitable that there would be a degree of obstruction to the existing levels of daylight and sunlight to the surrounding residential buildings.

With regard to the neighbour representation, which suggests an alternative baseline be used, Appendix F of the BRE Guidance covers possible alternative approaches. Such alternative targets can be used in situations where an existing building, such as The Boatmans, Deansgate Quay or Hill Quays, has windows that are receiving more than the usual amount of light, particularly due to being adjacent to under-developed urban sites. The numerical daylight and sunlight targets could be set for these existing windows to those that would be received if a 'mirror image' building of the same height and size, an equal distance away on the other side of the boundary, had been constructed. An alternative benchmark could be for the daylight and sunlight targets to be set using the baseline mass proposed in the Great Jackson Street Framework, or even the previous approved planning application. Either of these approaches would significantly mitigate any losses identified, and indeed the current proposals would potentially achieve better daylight and sunlight results than the lower, but wider previous consents (any reduction in daylight and sunlight is not just a function of height, but also a function of mass and bulk). However, as the daylight and sunlight assessment has been produced as an EIA chapter, which is a statute controlled document, the approach has been limited to using the current open car park baseline with professional interpretation of the results based on the site context.

As well as the openness of the development site, other factors that should be taken into account in interpreting the results are that some of the existing buildings, such as Boatmans and Danube, have been built in close proximity to the site boundary. The existing density of the surrounding buildings also means that their elevations, other than those immediately overlooking the open development site, are very unlikely to achieve the target values within the guide – if daylight levels in an existing building were only just over the recommended minimum, even a tiny reduction in light from a new development would cause it to go below the minimum, restricting what could be built nearby.

Overshadowing Impacts

The towers have been positioned to make the best use of space within the site, and to provide large areas of public realm that would receive sunlight. Whilst there would be some overshadowing of amenity space to existing residential properties around the site, the proposed development would provide a vibrant space, available to the neighbouring residents, where previously there was none.

It is clear from the above, that there would be an impact from the proposed development on daylight and sunlight levels to the existing residential properties around the site. However, given the city centre location and the mitigating circumstances outlined above, it is considered that the impact of the proposed development would be acceptable.

Overlooking

Within the City Centre there are no prescribed separation distances between buildings, and City Centre developments are by their very nature more dense and closer together than in suburban locations. The site layout has been considered carefully in relation to adjacent residential properties, maintaining adequate separation distances between the new buildings and adjacent properties. The

orientation of the towers has been designed to reduce any overlooking to a minimum. The closest distance between the towers and existing residential buildings would be between Tower B and the Boatmans Building, with a minimum distance of 19m separating the buildings. Tower B would be a minimum of 22m away from the Danube Building (which has no windows directly facing the development), 23m from the Hill Quays building on the other side of the River Medlock and 36m from the Lumiere building. These separation distances are generous within the City Centre context where, for example, the existing distance between windows within the Lumiere building and windows within the Boatmans building is 9m and the distance between windows and balconies in the Lumiere building and the Danube building is just 7m. It should also be noted that many of the windows in these buildings would be at an oblique angle to the windows within Tower B. The closest tower to the Beetham Tower would be approximately 245m away. It is considered therefore that the proposed development would not have a detrimental impact in terms of overlooking on existing residential developments.

Solar Glare

A study has found that the proposal would result in a range of adverse and beneficial effects from solar glare, with the effects most significant in the winter months when the sun is low in the sky. The study assumes clear skies throughout the year and has considered the cumulative effect of the massing of potential future developments within the development framework area. As winter weather in Manchester often involves cloud cover, in reality the actual occurrences of glare highlighted in the report would be rare. In the future, the presence of neighbouring developments would reduce or eliminate many of the impacts. Solar reflections from the glazed facades of tall buildings are not unusual in many urban environments. Despite solar reflections, glazed facades on tall buildings are common in many cities around the world where clear skies are more frequent than those found in the United Kingdom, and the instances of solar glare found by the study should be viewed in this context. During the detailed design process the architect and façade specialist would develop the glass specification to implement measures to mitigate the effect of glare and this can be considered via a condition relating to the approval of materials samples.

(b) Wind

A wind tunnel study has been carried out to assess the pedestrian level wind environment for the proposed development, which also includes an assessment including future developments around the site. This has concluded that the proposal would have an impact on the wind environment in terms of safety and comfort, but with mitigation measures the proposed development would result in suitable conditions in terms of safety and comfort for existing and planned uses in and around the site. Mitigation measures including tree and hedge planting, roof garden pagodas and canopies are proposed to create a suitable environment.

The problems experienced with noise at the Beetham Tower are largely due to the design of that building, with the rooftop blade structure vibrating during high winds. The applicant has appointed specialist acoustic engineers and façade engineers as part of the design team to review the design at all stages with a view to ensuring that the buildings do not create noise pollution.

Given the above, it is considered that, whilst it is likely that there would be some impact in terms of wind effects on the pedestrian environment around the development in terms of safety and comfort but that these effects are capable of mitigation to achieve acceptable conditions.

(c) Air Quality

An Air Quality Assessment has been undertaken to assess the impact of the development on air quality at construction and operation stages. The construction process is expected to produce dust and increased emissions, with any adverse impacts during construction likely to be temporary and able to be controlled using mitigation measures included within best practice guidance. A condition requiring a Construction Environmental Management Plan (CEMP) should be attached to any approval to ensure that mitigation measures are carried out. The air quality assessment showed that pollutant levels at the site were below the relevant air quality standards and, as such, the location is considered suitable for residential use without the inclusion of mitigation measures. Additionally, impacts from vehicle exhaust emissions, once the development is operational, were considered not to be significant and would not require mitigation measures. Given the above, it is considered that the proposal would have an acceptable impact on air quality.

(d) Noise and Vibration

The impact that the use may have on amenity within the area through noise generation and from plant and equipment has been considered. An acoustic report outlines how the premises can be sufficiently acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between the various proposed uses and these measures are capable of being controlled through a condition.

Therefore, subject to compliance with conditions in relation to the hours during which servicing can take place, hours of operation for the commercial uses, the acoustic insulation of the building and any associated plant and equipment, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A baseline Television Reception Survey has been carried out based on an assessment of key locations. It is not anticipated that there would be significant impacts on telecommunications in the area as a result of the proposed development. If an impact were to occur this would most likely be in the shadow zone to the south east of the site, which includes residential properties at River Street, Rockdove Avenue and Epping Street. If any interference is experienced various options are proposed which would mitigate any issues. A condition requiring a post-construction survey should be attached to any permission to ensure that the mitigation measures are appropriately targeted. It is considered, therefore, that the proposal would not have an adverse impact on TV reception.

(f) Vehicle Movements

The impact of the proposals in terms of the highway network have been considered and there are no highway objections, subject to agreement of an appropriate servicing and access management strategy, the submission of which is capable of being a condition of any consent granted. The impact of the development on traffic flows in the area was studied. This found that most of the highway links in the area would experience a negligible or minor-beneficial impact on traffic flows, with just Hewitt Street experiencing an increase resulting in a minor-adverse impact. This would be mitigated by the fact that Hewitt Street is an access route serving commercial and residential properties, with an adequate width footpath on the southern side, low vehicle speeds and dropped kerbs. It is considered that, overall, the proposed use would not have a significant impact on vehicle movements over and above the level of vehicle movements generated by the existing car park use.

Sufficient parking exists on site to meet future residents' needs and, as discussed above, the site is well located close to alternative transport means.

Contribution to Permeability

The contribution of the proposals to permeability, linkages on foot and, where appropriate, the opening up or closure of views to improve how a place can be easily understood and traversed, is an important planning consideration.

The River Medlock lies along the site's north eastern boundary and the proposal would improve the environment and permeability of the River and improve interaction with it. The proposals would link in with the existing riverside walkway to the east and extend it into a large area of public realm adjacent to the river, continuing through to Deansgate. This would contribute to the City Council's long term aspiration of opening up the river corridors to provide waterside links across the City Centre. Access would also be provided to the public realm area from Owen Street.

The site's permeability and legibility would be improved by the provision of four landmark buildings on what is currently a vacant site, with improvements to the public realm along the site's boundaries and the provision of ground floor commercial units which would provide active street frontages.

It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a Well-Designed Environment

The proposals include a high quality design. The wide mix of apartment sizes would ensure choice for a wide range of potential occupants helping to foster a mixed community within the area and wider city centre. A 24 hour concierge would be located on the ground floor to provide assistance to residents and as a point of contact for deliveries or visitors. An extensive roof garden would be provided above the podium linking Towers A, B and C, providing more greenery on the site. High quality materials are proposed for the buildings and public realm areas with complementary colours unifying the different areas of the site. The layout of the

buildings on the site results in the open public realm area being adjacent to the river, opening up this natural resource. In addition, residential amenity facilities are proposed, which would provide a number of active spaces for residents, including a gym, tennis court and swimming pool. This would also help to foster a sense of community.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABI guidance and that the proposals would provide a tall building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 1, 2, 4, 6, 7, 8, 10 and 12 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Waste and Recycling

Common refuse and recycling facilities would be provided within a dedicated bin store within the basements of the buildings. Each residential tower would contain a tri-separating refuse chute with access from each residential level. The chute would be contained within a ventilated room with access via the main core. The tri-separating refuse chutes would connect to a separating hopper in the refuse stores at basement level which would be controlled by a switch on each apartment floor level. This would enable residents to choose the appropriate recycling bin for the waste that they are putting in the chute by pressing a button at the chute entrance. Purpose-built refuse stores are included at basement level 1 within each building.

The Eurobins would be collected at basement level 1 and moved to the ground floor refuse holding area within the back of house area via a dedicated refuse lift. Refuse and recycling collections would take place using the service bays adjacent to the back of house area on Pond Street. The refuse collections would be co-ordinated and managed by the 24 hour on-site management staff. They would ensure that bins are brought to the service bay prior to the refuse vehicle's arrival and then returned to storage immediately afterwards. Infrequent collections for large items would be co-ordinated by the management company.

Calculations to forecast the quantities of waste that would be generated by the residential part of the development have been undertaken using Manchester City Council's waste collection recommended guidance, with the following number of Eurobins being proposed: a total of 76 no. 1100 litre bins for general waste, 76 no. 1100 litre bins for pulpable recycling, 76 no. 1100 litre bins for mixed recycling and 32 no. 240 litre bins for food waste. This would require two collections a week, which is more than the Manchester City Council residential collection service provides. A condition should therefore be attached requiring details of any additional waste collection contracts, as well as details of how the bins would be accessed and manoeuvred. The proposed commercial units would each contain their own individual refuse store. As the exact end users are not known at this stage, details of the numbers, use, frequency of collection and collection contracts should be required by a condition.

Given the above, it is considered that the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and ramps have been incorporated into the landscaped areas to give level access through the plaza area and to riverfront areas, ensuring full access is available to the public route through the site. A minimum of five per cent of parking spaces would be suitable for use by disabled persons. The proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposed use would bring additional vitality to under-developed site and the broader area. The development would overlook all frontages and would enliven the street scene and help to provide natural surveillance of the public realm. The application is supported by a Crime Impact Statement (CIS) carried out by Greater Manchester Police. The statement considered that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached which requires the development to achieve 'Secured by Design' accreditation.

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

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The river would not be directly affected by the proposals and would be protected throughout development. The nature of the site is poor for use by foraging bats, and the Ecological Survey and Assessment reasonably discounts the potential for any adverse effects on protected species, namely badgers, bats, water voles, great crested newts and reptiles. However, the proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats.

The landscape scheme puts forward measures to enhance the ecological value and biodiversity of the site, and conditions should be attached to any approval requiring such measures. Conditions relating to the protection of the River Medlock during construction and the submission and implementation of a landscape and ecological management plan for the River Medlock should also be attached to any approval.

In view of the above the proposals are considered to be consistent with section 11 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site, a Contaminated Land Risk Assessment and Remediation Strategy has been submitted. It is recommended that a condition be attached to any permission to ensure adequate measures are undertaken to prevent risks from contamination and requiring a verification report following completion of site works.

In view of the above, the proposals would be consistent with section 11 of the National Planning Policy Framework and policy EN18 of the emerging Core Strategy.

Flood Risk

The Environment Agency flood maps show that the application site lies within Flood Zones 1 (low probability of flooding) and 2. Flood Zone 2 covers areas that have a medium risk of flooding (having between 1 in 100 and 1 in 1000 annual probability of river flooding), from the River Medlock. Whilst the NPPF Technical Guide classifies the flood risk of residential dwellings as 'more vulnerable', such development can be compatible with Flood Zone 2 subject to the application of the Sequential Test. The NPPF sets out that a Sequential Test should be used to steer development to the areas of lowest probability of flooding and states that development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. Given the flood risk status of the site and the proposed use, the NPPF advises that a sequential test should be carried out to assess whether development would be appropriate here.

In Manchester, and in particular in the City Centre, the approach has been to secure good quality development to meet the Council's wider growth and regeneration objectives. To help facilitate this, sites are not precluded from development purely based on risk where that risk can be appropriately managed. Therefore, the City Council do not require the application of the sequential test across different sites (as set out in paragraph 101 of the NPPF) but do require that at any development classed as 'vulnerable' development is situated in the least vulnerable areas of the site and that it must pass the Exception Test (as set out in paragraph 102 of the NPPF) to be acceptable. This requires consideration of whether the wider growth and regeneration objectives and sustainability benefits of a development outweigh any flood risk issues and whether the development can be brought forward safely for its users, over the lifetime of the development, without worsening flood risk elsewhere and ideally by reducing risk. It is considered that, with appropriate mitigation measures as set out in the submitted Flood Risk Assessment, the proposed development is suitable for this site. The Environment Agency is satisfied with the measures put forward in the Flood Risk Assessment and a condition requiring the measures to be implemented should be attached to any approval.

Surface water drainage would be restricted to ensure that it does not exceed the pre-development run-off rates, with the aim of achieving a 50 per cent reduction. The development is designed to ensure that there would be no flooding of the site in a 1 in 30 year event, and that run off from a 1 in 100 year storm (plus an allowance for climate change) is managed so as not to flood property or to leave the site boundary. The application sets out potential Sustainable Drainage System (SuDS) components

such as green roofs, blue roofs rain gardens, permeable paving, below ground attenuation or storage and trapped gullies, petrol interceptors and silt traps. A vehicular ramp would also be provided as part of the development to facilitate access from Deansgate to the River Medlock for the Environment Agency to undertake maintenance works to the river. Conditions requiring surface water drainage works to be implemented and maintained should be attached to any permission.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would, on balance, be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Objectors' Comments

It is considered that the majority of the grounds of objection have been addressed in the main body of this report. However, those that have not, or ones requiring further clarification, are dealt with below:

Local job creation - Jobs would be created during the construction period, which is estimated to be four and a half years. Whilst it is difficult to estimate the number of jobs to be created once the development is fully operational, the proposed retail units alone, based on the HCA Employment density Guide (2015), would create around 100 new jobs.

Lack of market demand - The development complements the City's identified need for new homes and to accelerate delivery. The City anticipates that a minimum of 25,000 homes will be built across the City (Draft Residential Growth Strategy (2015)) over the next decade. The City Centre is identified as a major growth area for new residential development. There is an important link between economic growth, regeneration and the provision of new residential development. As Manchester moves into its next phase of economic growth, further housing provision is required in the City Centre to fuel and complement the economic growth of the City. The form of product proposed here is one that has been identified as part of the solution.

Lack of green space within the public realm - The proposed development would provide large areas of public realm with a large amount of tree planting (118 trees are proposed), as well as green roofs. The large public plaza proposed adjacent to the River Medlock would have an area of approximately 4,600 sq m, equivalent to the size of Exchange Square. The large areas of public realm, softened by the extensive tree planting proposed in this development would complement the character of the City Centre and would provide greenery through the tree planting and shrubbery, as well as the proposed roof gardens and extensive area of green roof proposed above the lobby between Towers A, B and C.

Litter - Sufficient bins would be provided in appropriate locations to reduce the likelihood of litter been thrown onto the floor in the public realm.

Increased pressure on public services - The scheme would deliver significant levels of new public realm and other infrastructure, which means that it is not viable to

incorporate affordable housing or other planning contributions. It is considered that services such as doctors and dentists would locate to areas such as this, once a critical mass of population is there to support such services, as has happened in other parts of the City Centre.

Loss of view of the church – The site has been identified for development for many years as part of the Great Jackson Street Framework and has previously secured planning permission for a series of tall buildings.

Loss of a large high-demand car park - There are over 3,500 off-street permanent parking spaces in less than 10 minutes' walk from the site and up to 651 spaces would also be delivered on site for residents. The City Centre is also served by different forms of public transport, with improvements currently being made to this, to reduce reliance on car use.

Construction – A Construction Management Plan would be a condition of any planning permission. This would provide detail as to how the construction period would be managed by the contractor through measures such as the implementation of an Environmental Management Plan. This would address and monitor applicable environmental legislation, pollution, nuisance (noise, vibration, dust, emission and light), and public relations. Further measures would include low noise options, noise attenuation techniques and carrying out certain activities during agreed hours of the day, as well as regular contact with local residents and community groups to ensure they are kept up to date with general progress on the site.

Lack of consultation with residents – The applicant undertook pre-application consultation with the local community with reference to the provisions of the Localism Act 2011. The applicant informed adjoining owners, occupiers, local residents and businesses and other affected parties through distribution of an information leaflet, a public exhibition and on-going dialogue. Sixty one people attended the public exhibition, with 24 out of the 26 (92%) respondents who left feedback stating that they would support the scheme. The pre-application exhibition was advertised via the distribution of an information leaflet. The distribution area was the same area that was used by Manchester City Council when consultation took place on the Great Jackson Street Development Framework. Any properties which fell outside this zone but could potentially be impacted upon by the proposed development were also notified. The distribution zone therefore included occupiers within Deansgate Quay and Boatmans.

Lack of notification of planning application from City Council – The statutory three week notification period has been carried out, as well as the proposed development being advertised in the Manchester Evening News and site notices being displayed around the site. The GIA letter regarding rights to light is a separate private matter carried out by the developer and is not linked to the publicity requirements of the planning application.

Ground works - The site has been closed and hoarded to enable archaeological investigations to take place in advance of any construction works taking place (subject to obtaining planning permission).

Conclusion

It is considered that a mixed use development incorporating tall buildings and the proposed level of residential and commercial units would be an acceptable response to national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. This report has explained that this is an appropriate site for tall buildings and that the development proposed would be well designed and of a high quality, achieving a striking landmark development at this important gateway site, and fulfilling an important role in providing residential accommodation within the City Centre, for which there is a need.

The site's planning history has established the principle of residential use on the site. As detailed above a residential development at the site would be consistent with a number of the GM 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 within a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City

It is considered that the development would enhance the character and appearance of Castlefield Conservation Area and would not have a significant detrimental impact on the settings of nearby listed buildings. The development has sought to minimise potential for overlooking and loss of sunlight and daylight. The proposal would regenerate an undeveloped site that currently has a negative impact on the area and would improve the public realm and provide a riverside walkway. Previous approvals have established the principle of tall buildings here and the form of this proposal would maximise the potential of the site in an acceptable manner.

Given the above, it is considered therefore that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as 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 polices 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 approval of the application is proportionate to the wider

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

Recommendation APPROVE

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawing numbers

7359-A-DRG-PL-G000-1000 Planning Red Line Application Drawing
7359-A-DRG-PL-G000-2080 Site Plan - Roof
7359-A-DRG-PL-G000-2081 Site Plan - Roof
7359-A-DRG-PL-G000-2099 Site Plan - Ground Floor
7359-A-DRG-PL-G000-3100 Site Elevation - Owen Street
7359-A-DRG-PL-G000-3200 Site Elevation - Deansgate
7359-A-DRG-PL-G000-3300 Site Elevation - Pond Street
7359-A-DRG-PL-G000-3400 Site Elevation - Medlock
7359-A-DRG-PL-G100-0100 Location Plan - Existing - Red Line
7359-A-DRG-PL-G100-2100 GA Plan - Mezzanine
7359-A-DRG-PL-G100-2101 GA Plan - Level 01
7359-A-DRG-PL-G100-2102 GA Plan - Level 02
7359-A-DRG-PL-G100-2103 GA Plan - Level 03
7359-A-DRG-PL-G100-2105 GA Plan - Level 05
7359-A-DRG-PL-G100-2122 GA Plan - Level 22
7359-A-DRG-PL-G100-2130 GA Plan - Level 30
7359-A-DRG-PL-G100-2144 GA Plan - Level 44
7359-A-DRG-PL-G100-2145 GA Plan - Level 45
7359-A-DRG-PL-G100-2196 GA Plan - Basement 2
7359-A-DRG-PL-G100-2197 GA Plan - Basement 1
7359-A-DRG-PL-G100-2198 GA Plan - Lower Ground Floor
7359-A-DRG-PL-G100-2199 GA Plan - Ground Floor

7359-A-DRG-PL-G100-2200 GA Plan - Roof Plan
7359-A-DRG-PL-G100-3100 Section S-03
7359-A-DRG-PL-G100-3200 Section S-01
7359-A-DRG-PL-G100-3300 Section S-02
7359-A-DRG-PL-G100-3400 Section S-04
7359-A-DRG-PL-G100-3500 Section S-05
7359-A-DRG-PL-G100-3600 Section S-06
7359-A-DRG-PL-G100-4100 GA Elevation E-01 - Deansgate
7359-A-DRG-PL-G100-4200 GA Elevation E-02 - Owen Street
7359-A-DRG-PL-G100-4300 GA Elevation E-03 - Pond Street
7359-A-DRG-PL-G100-4400 GA Elevation E-04 - Medlock
7359-A-DRG-PL-G200-2111 GA Plan - Tower A - Type A
7359-A-DRG-PL-G200-2112 GA Plan - Tower A - Type B
7359-A-DRG-PL-G200-2116 GA - Plan - Tower A - Type C
7359-A-DRG-PL-G200-2144 GA Plan - Tower A - Type P1
7359-A-DRG-PL-G200-2145 GA Plan - Tower A - Type P2
7359-A-DRG-PL-G200-2146 GA Plan - Tower A - Type AW
7359-A-DRG-PL-G200-2147 GA Plan - Tower A - Type CW
7359-A-DRG-PL-G200-2153 GA Plan - Tower A - Type D
7359-A-DRG-PL-G200-2154 GA Plan - Tower A - Type E
7359-A-DRG-PL-G200-2158 GA Plan - Tower A - Type F
7359-A-DRG-PL-G200-2162 GA Plan - Tower A - Penthouse Level 1
7359-A-DRG-PL-G200-2163 GA Plan - Tower A - Penthouse Level 2
7359-A-DRG-PL-G200-2202 GA Plan - Tower B - Type A
7359-A-DRG-PL-G200-2210 GA Plan - Tower B - Type B
7359-A-DRG-PL-G200-2216 GA - Plan - Tower B - Type C
7359-A-DRG-PL-G200-2236 GA Plan - Tower B - Type AW
7359-A-DRG-PL-G200-2237 GA Plan - Tower B - Type CW
7359-A-DRG-PL-G200-2242 GA Plan - Tower B - Type D
7359-A-DRG-PL-G200-2243 GA Plan - Tower B - Type E
7359-A-DRG-PL-G200-2247 GA Plan - Tower B - Type F
7359-A-DRG-PL-G200-2250 GA Plan - Tower B - Type PH Level 01
7359-A-DRG-PL-G200-2251 GA Plan - Tower B - Type PH Level 02
7359-A-DRG-PL-G200-4101 GA Elevation E-01/E-03 - Tower A - Owen Street/Lobby
7359-A-DRG-PL-G200-4102 GA Elevation E-02/E-04 - Tower A - Drop Off/Pond
Street
7359-A-DRG-PL-G200-4201 GA Elevation E-01/E-03 - Tower B - Lobby/River Place
7359-A-DRG-PL-G200-4202 GA Elevation E-02/E-04 - Tower B - Medlock/Pond
Street
7359-A-DRG-PL-G200-4301 GA Elevation E-01/E-03 - Tower C - Owen
Street/Medlock
7359-A-DRG-PL-G200-4302 GA Elevation E-02/E-04 - Tower C - Plaza/Lobby
7359-A-DRG-PL-G200-4401 GA Elevation E-01/E-03 - Tower D - Owen
Street/Medlock
7359-A-DRG-PL-G200-4402 GA Elevation E-02/E-04 - Tower D -
Deansgate/Building E Passage
7359-A-DRG-PL-G200-4501 GA Elevation E-01 - Building E - Owen Street
7359-A-DRG-PL-G200-4502 GA Elevation E-02 - Building E - Medlock
7359-A-DRG-PL-G200-4503 GA Elevation E-03/E-04 - Building E - Passage/Drop
Off

7359-A-DRG-PL-G200-4601 GA Elevation E-01 - Lobby - Pond Street
7359-A-DRG-PL-G200-4602 GA Elevation E-02/E-03 - Lobby - Medlock/Owen Street
7359-A-DRG-PL-G251-5101 Detail - Tower A,B,C,D - Typical Façade 01 - Silver
7359-A-DRG-PL-G251-5102 Detail - Tower A,B,C,D - Typical Façade 02 - Grey
7359-A-DRG-PL-G251-5104 Elevation Detail - Tower A,B,C,D - Typical Façade 01 - Silver - 2Bed Scenario - Wintergarden
7359-A-DRG-PL-G251-5105 Elevation Detail - Tower A,B,C,D - Typical Façade 02 - Grey - 2Bed Scenario - Wintergarden
7359-A-DRG-PL-G251-5106 Elevation Detail - Tower A,B,C,D - Typical Façade 01 - Silver -3Bed Scenario - Wintergarden
7359-A-DRG-PL-G251-5107 Elevation Detail - Tower A,B,C,D - Typical Façade 02 - Grey - 3Bed Scenario - Wintergarden
7359-A-DRG-PL-G251-5108 Elevation Detail – Tower A,B,C,D - Typical Façade 01 - Silver – 2Bed Scenario - No Wintergarden
7359-A-DRG-PL-G251-5109 Elevation Detail - Tower A,B,C,D - Typical Façade 02 - Grey - 2Bed Scenario - No Wintergarden
7359-A-DRG-PL-G251-5110 Elevation Detail - Tower A,B,C,D - Typical Façade 01 - Silver - 3Bed Scenario - No Wintergarden
7359-A-DRG-PL-G251-5111 Elevation Detail - Tower A,B,C,D - Typical Façade 02 - Grey - 3Bed Scenario - No Wintergarden
7359-A-DRG-PL-G251-5501 Detail - Building E - Typical Façade;
2289 101 Revision A Landscape Layout;
2289 102 Revision B Landscape GA (Key Plan);
2289 103 Revision B Hardworks Layout (1 of 3);
2289 104 Revision B Hardworks Layout (2 of 3);
2289 105 Revision B Hardworks Layout (3 of 3);
2289 106 Revision A Roof Garden Layout;
2289 107 Revision A Landscape Sectional Elevations;
2289 108 Revision A Landscape Sectional Elevations;
2289 201 Revision B Planting Plan (1 of 2);
2289 202 Revision B Planting Plan (Sheet 2 of 2);
2289 203 Planting Plan – Roof Garden;
2289 401 Revision B Indicative Lighting Layout;
2289 402 Revision B Street Furniture and Boundaries;

Design and Access Statement dated 21.03.2016;
Planning and Tall Building Statement dated March 2016;
Landscape Design Statement (2289 501) by TPM, dated March 2016;
Landscape Management Report by TPM, dated March 2016;
Ecological Survey and Assessment by ERAP Ltd, dated September 2015;
Television Desk Study by Pager Power, dated March 2016;
Geo Assist, Remediation Strategy dated May 2016 reference 5752/ows/CLRA;
Environmental Standards Statement by Element Sustainability dated February 2016;
Ventilation Systems Strategy Report by WSP dated February 2016;
Management Statement dated January 2016;
Crime Impact Statement, Version C dated 09.03.16;
Environmental Statement:

- o Volume 1, dated March 2016
- o Volume 2 Technical Appendices, dated March 2016
- o Non-Technical Summary, dated March 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) No development shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works to be undertaken in accordance with a Written Scheme of Investigation (WSI), prepared by the appointed archaeological contractor. The WSI should be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the site investigation has been completed in accordance with the approved WSI. The WSI shall cover the following:

(a) A phased programme and methodology of site investigation and recording to include:

- targeted field evaluation trenching;
- (depending upon the evaluation results) a strip map and record exercise;
- targeted open area excavation;

(b) A programme for post investigation assessment to include:

- analysis of the site investigation records and finds;
- production of a final report on the significance of the archaeological and historical interest represented;

(c) Provision for publication and dissemination of the analysis and report on the site investigation, through guided tours, a public open day (if warranted by the remains revealed), a scheme of display and interpretation within the new public realm, a popular publication in the Greater Manchester Past Revealed series, and an academic article or monograph dependent on the significance of the results.

(d) Provision for archive deposition of the report, finds and records of the site investigation.

(e) Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 12, Paragraph 141 of the National Planning Policy Framework.

4) Conditions @ to @ inclusive of this planning permission shall apply separately to the different phasing zones of the site as defined on a drawing to be submitted to the City Council as local planning authority before development commences.

Reason – For the avoidance of doubt to allow the development to be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

5) The development hereby approved shall not commence unless and until a Construction Environmental Management Plan (CEMP), including details of the

following, has been submitted to and approved in writing by the City Council as local planning authority:

- *Hours of site opening/operation;
- * Noise and vibration assessment based on British Standard 5228, with reference to other relevant standards;
- *Community Consultation Strategy, which should include details of how and when local businesses and residents would be consulted on matters such as out of hours works;
- * 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;
- *The erection and maintenance of security hoarding;
- *Measures to control the emission of dust and dirt during construction;
- *A scheme for recycling/disposing of waste resulting from 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 on the timing of construction of scaffolding,
- *A Human Impact Management Plan.

The construction of the development shall take place in accordance with the approved details.

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).

- 6) Before any development commences, the following shall be submitted to and approved in writing by the City Council as local planning authority:
- (a) Samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, and all external surface materials;
 - (b) Details of the drips to be used to prevent staining; and
 - (c) A strategy for quality control management.

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.

- 7) The details of an emergency telephone contact number for the site manager 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.

8) 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.

9) The development shall be carried out in accordance with the approved Remediation Strategy (Geo Assist, Remediation Strategy dated May 2016 reference 5752/ows/CLRA), and a watching brief shall be undertaken during all earth works and construction activities.

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

10) A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority before first occupation of the development.

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

11) 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.

12) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been 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 development hereby approved shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been 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.

14) 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.

15) The A3 uses hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

16) The leisure facilities provided ancillary to the residential accommodation hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order to protect the amenity of local residents in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

17) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

18) No loading or unloading shall be carried out on the site outside the hours of:

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

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

19) Before any A3 use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

20) Before any leisure uses provided ancillary to the residential accommodation hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

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

21) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from the main roads and surrounding road networks, and any other actual or potential sources of noise that require consideration on or near the site, including any local commercial/industrial premises, shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are first occupied.

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

22) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

23) Before the development hereby approved commences, full details of electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) shall be submitted to and approved in writing by the City Council as local planning authority. The approved EVC infrastructure shall be put in place before the car park use commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

24) No development shall take place until surface water drainage works have been implemented in accordance with SuDS National Standards and details that have been submitted to and approved in writing by the local planning authority.

In order to discharge the above drainage condition the following additional information shall be provided:

- Surface water drainage
 - Drainage layout with evidence that the drainage system has been designed in line with the submitted FRA and Drainage Strategy (694-01 Owen St., Manchester Flood Risk Assessment & Surface Water Management Strategy January 2016);
 - Design that is maximising surface water management using green roofs and raingardens as per the FRA (Section 7.2. Table 3), which is more than what is currently proposed within the SuDS Statement;
 - Assessment of overland flow routes for extreme events that is diverted away from buildings;
 - Long and cross sections for the proposed drainage system and finished floor levels.
 - Construction details of flow control and SuDS elements.

- Proposal of surface water management during construction period.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy.

25) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policies EN14 and EN17 of the Core Strategy.

26) The development hereby approved shall not be occupied unless and until the following recommendations of the Flood Risk Assessment (FRA) submitted with the application have been implemented:

1. The internal and external levels are set in accordance with Section 6 of the FRA.
2. Identification and provision of safe routes into and out of the site to an appropriate safe haven.
3. The preparation of an emergency evacuation plan, including the registration with Floodline to receive a Flood Warning.

Reason - To reduce the risk of flooding pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

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

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

28) No development shall commence until a scheme for the provision of obstacle lighting has been submitted to and approved in writing by the City Council as local planning authority, in consultation with the Aerodrome Safeguarding Authority for Manchester Airport. The obstacle lighting scheme shall thereafter be implemented as approved.

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

29) No development shall commence on site until a Radar Mitigation Scheme (RMS)¹, (including a timetable for its implementation during construction), has been agreed with the Operator², in consultation with the Aerodrome Safeguarding Authority for Manchester Airport, and approved in writing by the City Council as local planning authority. The Radar Mitigation Scheme (RMS) shall thereafter be implemented and operated in accordance with the approved details.

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

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

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

30) No development shall take place or material or machinery brought on site until a method statement to protect the River Medlock from accidental spillages, dust and debris has been submitted to and agreed in writing by the City Council as local planning authority. The approved method statement shall be implemented and

maintained for the duration of the construction period in accordance with the approved details.

Reason – To protect the watercourse from pollution, pursuant to Policies EN17 and DM1 of the Core Strategy.

31) No development shall take place until a landscape and ecological management plan for the River Medlock has been submitted to and approved in writing by the City Council as local planning authority. The content of the plan shall include:

- a) Details of bird nesting, bird perching and bat roosting opportunities including target species and number of nesting opportunities provided
- b) A lighting strategy for the river including details of avoidance measures for ecologically sensitive species
- c) A feasibility study for enhancement of the river channel
- d) Invasive species monitoring within the channel and growing on the walls
- e) Native species planting
- f) Timing of works
- g) Monitoring

The works shall be carried out strictly in accordance with the approved details.

Reason - To enhance, restore or create new biodiversity either on-site or adjacent to the site in order to contribute to linkages between valuable or potentially valuable habitat areas, pursuant to Policy EN15 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

32) The development hereby approved shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation that the development has been built in with the recommendations contained within section 3.3 of the attached Crime Impact Statement dated (09/03/2016 – URN: 2015/0490/CIS/01 Version C) and the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

33) No development shall commence unless and until samples and specifications of all hard landscape materials for external areas, together with a layout plan identifying the location of the materials have been submitted to and approved in writing by the City Council as local planning authority. Thereafter, all materials to be implemented in the external areas of the development shall be fully in accordance with those which have been approved.

Reason - To ensure that a satisfactory landscaping scheme is carried out pursuant to policy DM1 of the Core Strategy and the Guide to Development.

34) 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.

35) The development hereby approved shall include a building lighting scheme for the period between dusk and dawn. 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.

36) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority:

a) Measure the existing television signal reception within the potential impact areas identified in the Television Desk Study by Pager Power, dated March 2016 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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

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

Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

37) No part of the development shall be occupied until space and facilities for motorcycle and bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved spaces and facilities shall then be retained and permanently reserved for motorcycle and bicycle parking.

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

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

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

39) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

40) The development shall not commence unless and until a site-wide vehicular access strategy, which shall include details of vehicular drop-off and pick-up arrangements at the site, has been submitted to and agreed in writing by the City Council as local planning authority. Vehicular access for drop-offs and pick-ups 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 DM 1 of the Core Strategy for the City of Manchester.

41) The development shall not commence unless and until a servicing management strategy has been 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 DM 1 of the Core Strategy for the City of Manchester.

42) 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.

43) Before first occupation of the development full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

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

44) 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.

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: 111719/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
Housing Strategy Division
Environmental Health
Environment & Operations (Refuse & Sustainability)
Neighbourhood Team Leader (Arboriculture)
Travel Change Team
Corporate Property
City Centre Renegeration
MCC Flood Risk Management
Contaminated Land Section
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Canal & River Trust
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer
Civil Aviation Authority
Natural England
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Greater Manchester Geological Unit
National Planning Casework Unit
Castlefield Forum

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

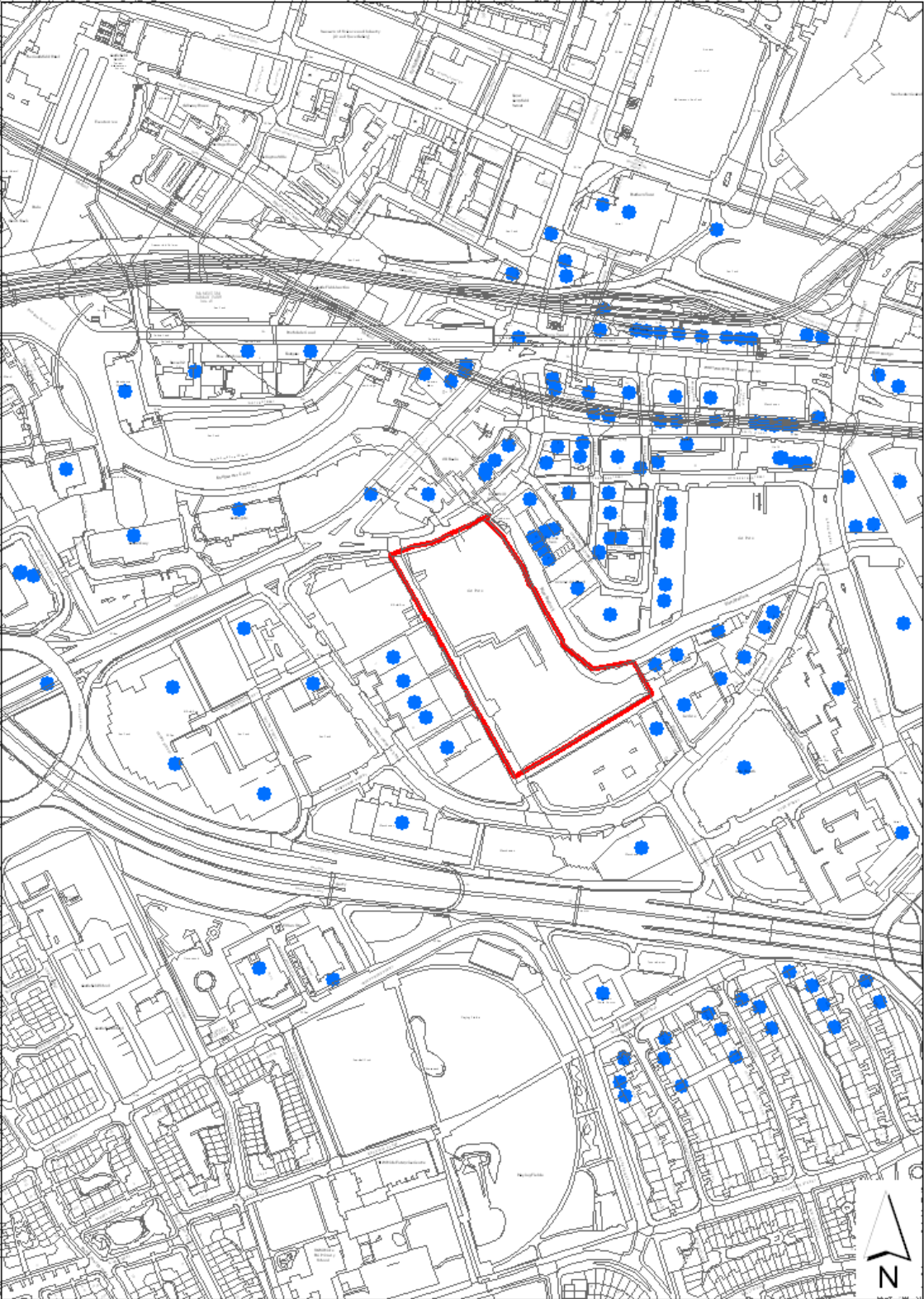
Representations were received from the following third parties:

Highway Services
Housing Strategy Division
Environmental Health
MCC Flood Risk Management
Contaminated Land Section
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Canal & River Trust
Environment Agency
Greater Manchester Archaeological Advisory Service
National Air Traffic Safety (NATS)
Manchester Airport Safeguarding Officer
Natural England
Greater Manchester Ecology Unit

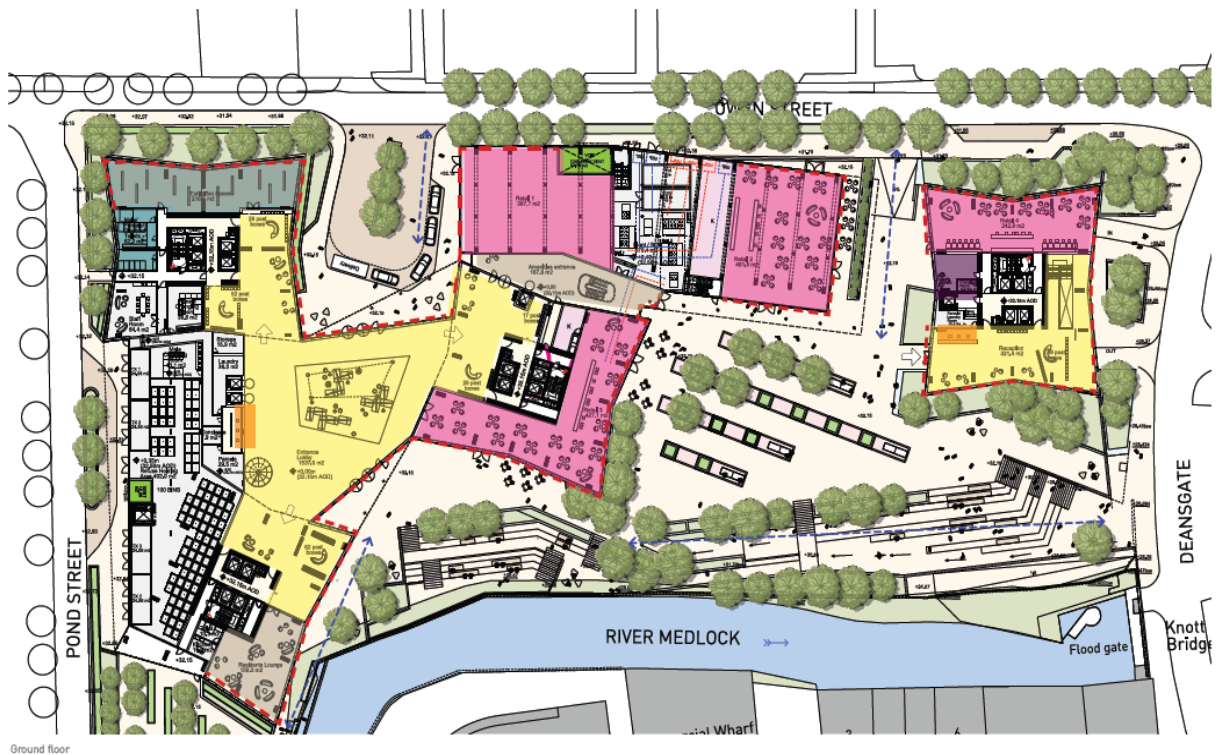
National Planning Casework Unit

Flat 74 Deansgate Quay, 384 Deansgate, Manchester, M3 4LA
The Danube 36 City Road East Manchester M15 4TH
Flat 93, 382 Deansgate Quay, Manchester, M3 4LA
Apartment 803, Lumiere Building, 38 City Road East, Manchester, M15 4QN
Flat 150, City South, 39 City Road East, Manchester, M15 4QE
Flat 8, The Danube, 34 City Road East, Manchester, M15 4TF
Flat 413, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 18, The Boatmans, 42 City Road East, Manchester, M15 4QF
Flat 4205, Beetham Tower, 301 Deansgate, Manchester, M3 4LX
Flat 4603, Beetham Tower, 301 Deansgate, Manchester, M3 4LX
Flat 4603, Beetham Tower, 301 Deansgate, Manchester, M3 4LX
Flat 4603, Beetham Tower, 301 Deansgate, Manchester, M3 4LX
Flat 106 city south, City road east, Manchester, M154QE
3103 Beetham Tower, 301 Deansgate, Manchester, M3 4LT
Deansgate 301, Manchester, M34LQ
Flat 27 Deansgate Quay, 38 Deansgate, Manchester, M3 4LB
Apartment 34, 1 Jordan Street, Manchester, M15 4QU
Flat 7 The Rhine, 32 City Road East, Manchester, M15 4TE
Flat 606 Lumiere building, 38 City Road East, Manchester, M15 4QN
8 Danube, City Road East, Manchester, M154TF
Apartment 28, Citygate 1, 1 Blantyre Street, Manchester, M15 4JT
The Danube, 34 City Road East, Manchester, M15 4TF

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : l.harrison1@manchester.gov.uk



Application site boundary ● Neighbour notification
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View from South



