

Application Number	Date of Appln	Committee Date	Ward
111679/FO/2016/C1	10th May 2016	28th Jul 2016	Hulme Ward

Proposal Redevelopment of the site with a mixed use development comprising 60 residential apartments (Use Class C3) and a ground floor commercial unit (to include Use Classes A1, A2, A3, A4 or B1), with associated car parking and public realm.

Location Unit 6 Bentinck Street Industrial Estate, Bentinck Street, Hulme, Manchester, M15 4LN

Applicant Mr Gary Jackson , De Trafford Estates Group, Barrington House, Heyes Lane, Alderley Edge, SK9 7LA,

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Description

The application site is a rectangular plot of land on the north west side of Chester Road within St Georges and measures 0.09 hectares. It is bounded by Arundel Street; Chester Road; low level light industrial/warehouse units; and a site currently being developed for townhouses at 1 Ellesmere Street (the Roof Gardens). The site is occupied by an industrial/commercial unit, which backs onto Chester Road, with a service road to the north of the site (which is part of the former Church Street). There is a grass verge planted with trees within the site on the Chester Road frontage.

Castlefield Conservation Area is to the north west on the opposite side of Ellesmere Street and to the north of Arundel Street. There are listed buildings within close proximity to the site including: the Church of St George (grade II* listed) with associated churchyard walls, gate piers and gates (grade II listed), which lie adjacent to the site on the opposite side of Arundel Street; and 215-219 Chester Road (grade II listed), which is to the south west of the site on the opposite side of Chester Road. The grade II listed buildings of Albert Mill on Ellesmere Street and the former Turville public house at 252 Chester Road (Grade II) lie further away from the site to the west.

There is a mix of uses in the area including residential, warehousing, light industrial units, an auto-repair centre and commercial uses. A number of contemporary apartment buildings and older buildings that have been converted into residential use have been developed over the past 20 years. On the opposite side of Chester Road are offices with the majority of the area occupied by low level housing and a couple of high-rise apartment blocks.

Proposal

The application is to demolish the existing industrial unit and erect an apartment building comprising 60 apartments (Use Class C3) on the upper floors and a ground floor commercial unit (to include Use Classes A1, A2, A3, A4 or B1) on the ground floor, along with associated car parking and public realm.

The building would be 11 storeys in height. The ground floor commercial unit (105sqm) would be in the north east portion of the building with entrances off Chester Road and the former Church Street; a reception hall running through the middle of the ground floor with lift access to the apartments; and a car park, waste storage and plant area within the south western portion of the ground floor, providing six car parking spaces and 60no (100 per cent) cycle parking spaces. The internal communal bin store on the ground floor would cater for refuse, paper, glass and cans within 9no 1100 litre and 15no 240 litre eurobins. Access to the car park would be from the rear where a shared surface public realm area (re-opened Church Street), six further parking spaces and an external seating area for the commercial unit would be provided. Public realm works would be carried out to the surrounding highway around the site, including the hard landscaping to the footpaths and tree planting (14 trees proposed).

The upper floors would be occupied by 60 apartments comprising 20no 1-bed apartments (33%) and 40no 2-bed apartments (66%). All apartments would have private terraces, as well as a communal roof terrace, which would include communal allotments, orchard and residents' terrace.

The building would be constructed from contemporary building materials, predominantly consisting of glass fibre reinforced concrete panels and planks in a warm grey colour, with aluminium framed glazing and dark grey aluminium cladding panels. The elevations of the building would have a vertically proportioned grid constructed from reinforced concrete panels arranged to frame two storeys of glazing, which would be set back deep within the reveals of the concrete grid. A vertical section of the south and north elevations closest to St George's Church would have solid concrete panelling and planks, with the panelling to the middle six floors being chamfered to create a sculptural effect to the building. The same treatment is used for the whole of the west elevation. The east elevation, which faces St George's Church, would have a similar concrete grid and glazing pattern to the two main elevations but each glazing panel within the grid would be chamfered by fifteen degrees to create a faceted appearance.

Members may recall that two sites fronting Chester Road to the south west of the application site have been granted permission for residential development, one comprising 162 residential apartments and 8 commercial units within 2 buildings to a maximum of 13 storeys in height, and the other comprising 86 apartments and three commercial units within a building of 10 storeys in height.

Land Interest

The City Council has a land interest in the site. 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 was advertised in the local press and a site notice displayed as the proposal is a major development, affecting the settings of listed buildings and affecting the setting of Castlefield Conservation Area. Occupiers of neighbouring properties were notified. No representations were received.

Historic England (North West) - The development will not cause harm to the setting of the Grade II* listed St George's Church. Historic England therefore has no objection to the application and recommends that it is determined in line with the relevant policies in the National Planning Policy Framework.

Highway Services - Traffic impacts and number of parking spaces are acceptable. Further details regarding the parking layouts and servicing should be provided. More cycle spaces are recommended and conditions requiring a Construction Management Plan and a Travel Plan should be attached to any approval.

Environmental Health - Recommends conditions regarding acoustics, construction management, opening hours, fume extraction, waste, air quality and servicing hours.

Housing Strategy Division - Should a viability assessment suggest that a financial contribution would be warranted this would be more appropriate as a commuted sum. We would assume that if there is any intention to sell units there would be the possibility of the Help to Buy product, at least in the next few years, which would achieve the City Council's priority of providing access to home ownership.

Neighbourhood Team Leader (Arboriculture) - The existing trees on the site are collectively important in terms of habitat, providing a green screen adjacent to Chester Road and visual amenity. The landscape proposals submitted give very little with regards mitigation for the tree removals and should be improved if permission for development is granted.

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

Greater Manchester Police - The development should be carried out in accordance with the recommendations of the Crime Impact Statement.

Environment Agency - No objections subject to conditions regarding site investigation and remediation reports due to contamination issues.

Transport For Greater Manchester - It is a highly accessible site. The walking and cycling environment should be made as safe, attractive and convenient as possible. The level of cycle parking is acceptable, although provision for increasing it in the future should be made. A full Travel Plan should be required.

Greater Manchester Ecology Unit - No objections.

Greater Manchester Archaeological Advisory Service - Accepts the submitted archaeology report and recommends a condition be attached requiring an archaeological investigation.

Flood Risk Management Team – Comments are awaited.

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 further regeneration. This would create jobs during construction and would complement 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 site on a key 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 within 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 Cornbrook Tram interchange, as well as trains and 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 60 homes to a sustainable location. The scheme would provide a range of accommodation sizes 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 building 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 Code Level 4 Sustainable Homes Rating and a 'Very Good' BREEAM rating.

The Environmental Standards Statement submitted with the application demonstrates 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 does not fall within an area at risk of flooding.

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. The documents submitted with the application demonstrate that the application proposals would not have any significant adverse impacts in respect of the natural environment.

Section 12 Conserving and Enhancing the Historic Environment-

The proposals would not have an adverse impact on the character or appearance of 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 and PA1

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents

to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

The 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 60 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 making the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. Environment – The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; 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 would be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would 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 and would enhance the nearby Castlefield Conservation Area.

Policy CC10 A Place for Everyone – The flats would be a mix of one and two 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, which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The current condition of the site is poor 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 to the Local Planning Authority 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 proposed 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 would result in development which 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 and the nearby Castlefield Conservation Area. It is considered that the quality and design of the proposed building would enhance the character and appearance of the 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 – The site is not located within an area at risk of flooding and has been designed to minimise surface water run-off.

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.

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 desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste – The development would be consistent with the principles of the 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 in terms of Code for Sustainable Homes 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 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 enhance 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 – An archaeological desk based assessment has been carried out for the site and concludes that excavations should be carried out to find out more about the housing that previously occupied the site, should it be shown to be different to other housing already excavated on sites to the south west of the site.

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 Castlefield. The key priorities for this area include ensuring residential developments are balanced with the needs of the area. It is considered that the proposed development would be consistent with achieving these priorities.

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.

Cornbrook Hub Strategic Regeneration Framework

This Regeneration Framework was endorsed in principle by The Executive in December 2013. The framework identifies the redevelopment of land to the south west of the application site that falls within the boundaries of Manchester City Council and Trafford Borough Council. It includes land adjacent to Chester Road, the Bridgewater Canal and the Cornbrook Metrolink station and proposes a mix of uses including an hotel, offices and retail. The Executive report identified the importance of regenerating this area, with the land within Manchester being an important gateway site leading into the City Centre and capable of achieving a high density and scale of development. It also noted the importance of providing a commercially led mix of uses that reinforced access to and use of Metrolink's Cornbrook station, and the

need to positively boost confidence in the broader area. The proposed mixed-use development on the application site would complement these regeneration aspirations.

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. Where buildings are arranged along a street, new structures should follow the street frontage.

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 proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2015 and an Environmental Impact Assessment is therefore not required for this proposal.

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 housing and the provision of new residential development is an essential component of the next phase of economic growth. The proposals would redevelop a site on a key gateway route and therefore help to transform a key entry point to the City. The development would improve the perception and image of the area and the City in general and could act as a catalyst for further regeneration. The proposal would complement the existing residential community in the area and help to enhance connections to the city centre.

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, delivering homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth within the City.

The quality and mix of the product and the size of the apartments have been designed to appeal to different market sectors including owner occupiers, investors and renters. The proposal would regenerate a previously developed, vacant, brownfield site with a high quality development. The development would be in keeping with the aspirations of the emerging Residential Growth Prospectus.

In view of the above, the development would be consistent 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.

Strategic Housing has stated that this is not a location where the City Council would want to affordable housing to be located. The applicant has provided a viability appraisal for the site and the proposed development. The appraisal shows that 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 an area of public realm to the rear of the building, and a building 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.

Urban Design and Visual Impact

The building's design incorporates contemporary building materials which would reflect the buff sandstone colour of St George's Church, and the local vernacular of the City more widely. The north, east and south elevations of the building would be characteristic of City Centre buildings, having a tripartite composition, with vertically proportioned and recessed window openings. The west elevation would also have a tripartite subdivision formed from different arrangements of concrete panelling and planks. This gives interest to this side of the building, which has been designed with no windows to ensure that future development on the adjacent plot of land is not compromised. The proposal would improve the public realm around the site and would provide an active usage at ground floor. The above characteristics would: produce interest and improve the visual amenity of the Chester Road street scene and the surrounding area; add positively to the blend of traditional and modern design in the wider area; and, be seen as complementary to the landmark potential of the Cornbrook Hub site.

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a tall building. 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 CABE 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.

The site is not within a conservation area but is close to Castlefield Conservation Area. The character of the part of Castlefield Conservation Area nearest to the site is defined by transport infrastructure including the canal and river network and the Inner Ring Road, over-layered by substantial railway viaducts. The site is physically and visually separated from the main heart of the Castlefield Conservation Area by the Inner Ring Road (IRR). The proposal site lies adjacent to the Grade II* listed St George's Church and is in the vicinity of 215-219 Chester Road (grade II listed), with Albert Mill (grade II listed) lying further away to the west of the site; and the former Turville public house at 252 Chester Road (Grade II) lying to the south west of the site.

The area has changed over the past 25 years with traditional industries relocating leaving post-industrial inactivity within the area. Vacant sites have been redeveloped with new residential developments such as Timber Wharf, the Boxworks and Moho, and the conversion of redundant Mills such as Albert Mill and Britannia Mills. The site to the north west of the application site is under construction for town houses (known as the Roof Gardens) and two sites to the south west of the site on Chester Road have approval for residential apartments (the Sky Gardens). However, there is potential and need for further change in the area. The application site forms part of an area of low level industrial units and overgrown planting, which gives no sense of enclosure on a key gateway route. The area is fragmented and there is a sense of dereliction. The proposed development would create a strong street frontage to Chester Road, especially when viewed alongside the sites to the south west that have planning permission, and would help to establish an appropriate and acceptable urban grain.

The development would add activity and vitality and would help to re-integrate the site into its urban context and reinforce the character of the streetscape and sense of scale. Whilst the buildings in the area are generally lower in height than the proposed building, the area does contain some taller buildings, such as the residential tower blocks to the east of the site in Hulme, the City Gate development to the north east and St George's Island buildings to the north west. Therefore, it can be argued that the site is capable of accommodating a building of the height proposed without having an adverse impact on the area. In design terms, the height on the Chester Road frontage would serve to reinforce the importance of the site as a point of access to the City Centre. The building would be in keeping with the mixture of building types within Castlefield Conservation Area and would create a strong street frontage and have a mixture of building materials that reflect the rugged and industrial character of materials within the conservation area.

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.

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 application has assessed the impact of the proposal

on the nearby listed buildings and has provided a visual impact assessment of the impact on the Grade II* listed St George's Church. This demonstrates that the development would maintain views of the church when travelling into the City Centre along Chester Road. The proposal would clearly have an impact on the settings of the listed buildings, in particular, St George's Church and 215-219 Chester Road, as it would introduce a much larger form of physical development than what is there now. However, it is considered that, whilst the building would have an impact on the settings of the listed buildings, the architectural and heritage significance of those heritage assets would be sustained, with 215-219 Chester Road holding a strong position within the street scene and being visually separate from the application site across the wide four lane carriageway. St George's Church is set within open grounds and would still be visible in views travelling along Chester Road, as well as in views to the rear of the application site, where a view to the church would be maintained. The proposed development would form a new feature within the setting of the church when viewed travelling west out of the City Centre but it would be to the rear of the church with its height and massing thereby diminished, allowing the church to dominate the foreground. The close range views of the church would not be significantly affected by the proposed development due to the church's landscaped ground and the intervening space between the site and the church. The building has been designed to complement the appearance of the church, using contemporary materials that reflect the colour of the church, as well as design features such as the vertical section of panelling at the eastern end of the north and south elevations to reflect the church tower. The quality of the design of the proposed building and enhancement to the surrounding townscape would mitigate against any instances of harm and would sustain the heritage values of the heritage assets affected.

The site itself does not contain any heritage assets and, in its present form, detracts from the character of the nearby conservation area and the settings of the nearby listed buildings. In this context, the development of the site presents an opportunity to enhance the architectural and urban qualities of the area.

It is considered that the proposed development would add a positive element to the Manchester skyline. When seen from the radial approaches to the city, the city centre skyline expresses the density of the City. There are numerous tall buildings which form important elements of Manchester's skyline and they are an essential part of the character of any dynamic city. The proposed scheme would play a key role in linking the Cornbrook Hub proposals and the St Georges area with the remainder of the City Centre, and this development would introduce a clear clustering of buildings to create a dynamic and varied skyline.

On balance therefore 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. Therefore, notwithstanding the considerable weight that must be given to preserving the settings of the listed buildings and conservation area by virtue of S66 and S72 of the Listed Buildings Act, any 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.

There are possible archaeological remains across the site from former housing and it is therefore recommended that a programme of further investigation is carried out in advance of any construction works.

Relationship to Transport Infrastructure

Chester Road is a bus route and there are bus stops very close to the site. It is within walking distance of Deansgate Railway Station (which also provides access to Metrolink services at Deansgate-Castlefield), and Cornbrook tram stop. 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.

Highway Services do not object to the proposal in principle and any outstanding concerns can be subject to condition. A condition should be applied to any approval to ensure that the parking spaces are used by residents of the development, rather than being rented out to commuters. A 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.

Architectural Quality

The key factors to evaluate are the development'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 development has been designed to integrate with its context and the wider City Centre. The proposal is for a high quality building that would reinforce this gateway entry point to the city centre. The massing has been considered so as not to adversely affect the settings of the Castlefield Conservation Area and the nearby listed buildings.

The building would have a tri-partite subdivision, which is typical of traditional Manchester buildings. The buildings would be constructed using contemporary materials, with deep vertically-proportioned window reveals, which make reference to older buildings within the area, such as Britannia Mills, and detailed design features, which are designed to pay homage to St George's Church. The materials would be in keeping with those within Castlefield Conservation Area where the materials tend to be industrial and rugged in character. 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. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

Sustainable Design and Construction

The application is supported by an Energy and Sustainability Assessment, which provides a detailed assessment of the physical, social, economic and other environmental effects of the proposed development and considers the proposals in relation to sustainability objectives. The building design would achieve a site wide 15% carbon dioxide emission reduction compared to Building Regulation Part L (2010). The development would achieve a minimum of Code 4 for Sustainable Homes and 'Very Good' BREEAM rating. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and the development would utilise heating and hot water through a community heating scheme. It is considered therefore that the development would have sustainable design and construction.

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, and conditions such as requiring samples of materials should be attached to ensure this is achieved.

The applicant and design team have local market experience and familiarity with the issues associated with developing high quality buildings. They have worked closely to ensure the design meets the budgetary requirements to ensure the scheme is commercially viable. It is considered that the development quality has been maximised whilst ensuring this has not undermined the scheme's viability.

The design team has 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. The applicants have provided a viability assessment that confirms that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

Contribution to Public Spaces and Facilities

It is important that the development interacts positively with and contributes to its surroundings at street level. The existing buildings and layout of the site contribute little to public spaces and facilities, apart from the group of trees on the Chester Road frontage. Whilst the proposal includes the removal of these trees (none of which are classed as being of Category A value, which should be retained wherever possible), the proposed development would deliver a significant enhancement to the townscape of Chester Road through the delivery of a high quality building with an area of hard and soft landscape, including a line of trees along the back of pavement, softening the impact of this busy arterial route. The development would reconfigure the area to the rear of the site to provide an area of public realm with a commercial unit opening out onto the public area that would serve the local community. The public realm area to the rear would link in with existing and future developments to provide a public route and vista running parallel with Chester Road through to St George's Church. It

is considered therefore that the proposal would make a significant positive contribution to public spaces and facilities.

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

A sunlight, daylight and overshadowing report has been undertaken, which includes consideration of the impact on the Roof Gardens development at 1 Ellesmere Street, which is under construction. Out of nine neighbouring buildings considered, the assessment identifies two – the Roof Gardens at 1 Ellesmere Street and a property on Catfield Walk, which is on the opposite side of Chester Road in Hulme - that would have one ground floor window affected. The windows affected in the Roof Gardens development would be located in the rear elevation and are to rooms that are served by further windows on other facades of the buildings, which would ensure that sufficient daylight would be received by these residences. The property on Catfield Walk would have one window that would not meet the relevant BRE criteria, but it should be noted that the property is approximately 40m away from the proposed development and there would be little change to the amount of daylight received at the window should the development go ahead. Furthermore, the City Centre is a location where a higher density of development is expected, whereas the BRE guidelines are aimed at suburban environments.

The yet undeveloped residential block approved to the south west of the site (planning reference 110189/FO/2015) would not have any windows in the elevation facing the proposed development so there would be no impact on this building in terms of sunlight, daylight and overshadowing.

The nearest residential properties are located to the south side of Chester Road and within the adjacent St George's Church, with the nearest windows in both locations being approximately 40m away. It is considered therefore that the proposed development would not have a detrimental impact through overlooking on existing neighbouring residential properties. However, a residential scheme is under construction at the Roof Gardens (1 Ellesmere Street) to the north of the site and an apartment building to the south west of the site on Chester Road has planning permission. The proposed building would be 13m away from the elevations of the Roof Gardens development, which is considered to be adequate in a City Centre location. Furthermore, the Roof Gardens is designed to minimise the amount of habitable rooms on that elevation, and those that are provided are secondary windows. It is considered, therefore, that there would not be a detrimental impact on that development or the development under consideration in terms of overlooking. Both the proposed development and the development approved to the south west of the site have windowless elevations facing each other, so there would be no issues of overlooking between them.

Given the above, it is considered that the proposal would not have an acceptable impact in terms of sunlight, daylight and overshadowing, or on overlooking.

(b) Wind

A desktop wind study has been undertaken to consider the existing wind effects and microclimate in the area and the potential impact of the proposed scheme. The report concludes that the main wind effects are likely to be a light façade downwash to the south façade but, given the narrow shape and orientation of the building, it is likely to present less resistance to and have less exposure to the southerly prevailing winds. Winds from the north west and east are of lower frequency and intensity and their effects are likely to be negligible. The impacts caused by façade downwash are considered to be negligible for sitting and walking and access doors are in sheltered positions so wind conditions are not likely to cause an impact on their usage. The cumulative impacts of developments that have been granted planning permission close to the site would also be negligible, with the development blocks to the south providing some shelter to the proposed development, thereby helping to reduce any wind downwash. It is considered therefore that the proposed development would not have a detrimental effect on the wind environment in and around the site.

(c) Air Quality

The site is located in an Air Quality Management Area and an Air Quality Assessment has been submitted in support of the application. Construction of the proposed development is expected to produce dust and increased emissions, with any adverse impacts during construction likely to be temporary, short term and of a minor impact, and mitigated by the use of good practice control measures during construction. It is considered that the traffic generated by the proposal would have a minimal effect on local pollution concentrations. It is considered that future occupants could be exposed to elevated pollution levels from the existing highway network but this can be mitigated by the incorporation of mechanical ventilation into the scheme. Given the above, it is considered that the proposal would be acceptable in terms of air quality.

(d) Noise and Vibration

Whilst the principle of the proposed use is acceptable it could impact upon amenity within the area through noise generation from within the premises and from plant and equipment. The impact on future residents from the commercial premises and from traffic noise on Chester Road, the Mancunian Way, as well as the nearby train line should also be considered. An acoustic report has been submitted, which outlines how the premises would be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation are achieved within the accommodation. A condition to ensure that adequate noise levels are achieved should be attached to any permission. Conditions should also be attached specifying the hours during which deliveries can take place and the hours of use for the commercial unit. Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

(e) TV reception

A Television Reception Survey has been carried out based at key locations that the proposed development could have an effect on. The report concludes that existing properties already suffer from degraded reception due to large buildings already in the line of site of the transmitter aerials, with some residents relying on the local relay in Hulme to receive their signals and most residents have access to satellite signals, which would not be affected by the proposed development. The report observes that digital signal strength in the area is generally strong enough to overcome any disruption caused by the proposed building. A condition requiring a post-construction survey should be attached to any permission to check whether there has been an impact from the completed development and to ensure that mitigation measures are appropriately targeted if necessary.

(f) Vehicle Movements

The impacts of the proposals on the highway network have been considered and there are no highway objections subject to agreement of details which should be a condition of any consent granted. In view of the above the proposals are consistent with section 4 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

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 the legibility (ie the degree to which a place can be easily understood and traversed) of the city and the wider townscape is an important planning consideration.

The site's permeability and legibility would be improved by the provision of a landmark building with improvements to the public realm along Chester Road, the provision of ground floor commercial units, providing an active frontage to Chester Road and the proposed public realm to the rear. The proposal would improve the environment of the pedestrian linkage from Ellesmere Street down Arundel Street through to Chester Road, as well as creating a public realm area that has the potential to provide a linkage (as part of future and approved developments) through from Hulme Hall Road to Arundel Street and St George's Church, re-introducing the physical connection and vista to St George's Church along the line of the former Church Road.

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 and finish. A communal roof terrace, which would include a seating area, small fruit trees and raised allotment beds, would be accessible to all residents in the building. In addition, a high quality public realm space would be provided with an active use fronting onto it. Unlike the existing landscape adjacent to Chester Road, which comprises unusable grassed areas with

limited function, the proposal would comprise high quality hard and soft landscaping that would encourage activity adjacent to Chester Road and Arundel Street. It is considered therefore that the proposal would provide a well-designed environment.

In assessing the above criteria, it is considered that the applicant has thoroughly demonstrated that the proposals would satisfactorily meet the English Heritage and CABE 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.

Full access and Inclusive Design

The Proposal would provide level access at the main entrances and throughout the scheme. All the apartments are single storey and their layout would enable access by someone in a wheelchair. 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 this underused site and the broader area. The development would overlook frontages and would enliven the street scene and help to provide natural surveillance of the public realm. A Crime Impact Statement (CIS) carried out by Greater Manchester Police considers 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. A bat inspection survey report found no signs of bats and concluded that the site had negligible suitability for roosting bats. Whilst a number of trees on the site would be lost, the scheme proposes replacement tree planting, and the proposed scheme would provide a more usable frontage that would reinstate a traditional building line to the Chester Road frontage providing visual enclosure to the street scene. A condition requiring full details of the landscape and tree planting should be attached to any approval. The proposal could enhance the ecology and biodiversity of the site through its landscape scheme and through the introduction of features to encourage wildlife, such as bat roosting boxes. A condition should be attached to any permission to require details of such features.

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, it is recommended that a condition be attached to any permission requiring a site investigation.

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 and Sustainable Drainage System (SuDS)

The application site does not lie within an area susceptible to flooding. A Drainage Strategy has been prepared which acknowledges that the proposed development would increase the impervious area of the site and surface water run-off for the site. The strategy confirms that the development would include a new surface water drainage scheme and storage/attenuation techniques would need to be considered. Conditions should therefore be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the 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.

Waste Management

A waste management strategy has been submitted, which shows that facilities for the storage of refuse and recycled waste would be provided within the kitchen areas of each dwelling, whilst an internal communal bin store, catering for refuse, paper, glass and cans, would be provided on the ground floor of the building. The bin store would contain 9no 1100 litre and 15no 240 litre eurobins. Occupants of the dwellings would be responsible for the transfer of their waste to the ground floor bin store and a management company would be responsible for the transfer of the bins to and from the collection point at the rear of the building. The fit-out of the commercial unit would include a refuse and recycling store. Management staff for the commercial unit would be responsible for the transfer of bins to the collection point. Manchester City Council would be responsible for waste collection. A condition should be attached to any approval to ensure that an adequate waste management strategy is implemented.

Conclusion

It is considered that a mixed use development incorporating a relatively tall building and the proposed level of residential and commercial units would be an appropriate response to national and local planning policy. It would promote a quality neighbourhood, economic development and sustainable travel patterns. This report has demonstrated that this is an appropriate site for the size of building proposed and that the development would be well designed and of a high quality and would

fulfil an important role in providing a residential accommodation within the City Centre, for which there is a need.

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 adjacent to a major employment centre. It would therefore assist in the promotion of sustained economic growth within the City

It is considered that the proposed building would enhance the character and appearance of the nearby Castlefield Conservation Area and, whilst it would have an impact on the views of listed buildings on Chester Road, it would not harm the significance of the nearby listed buildings.

The development has sought to minimise potential for overlooking and loss of sunlight and daylight. The proposal would regenerate a site that currently has a negative impact on the area and would improve the public realm in the area. The form of the proposal would maximise the potential of the site in an acceptable manner.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

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 and amenity.

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:

A277_P_01	- Location Plan
A277_P_02	- Block Plan
A277_P_15	- Proposed Refuse Strategy Plan
A277_P_20 Rev C	- Proposed Ground Floor Plan
A277_P_21	- Proposed First-Second Floor Plans
A277_P_22	- Proposed Third-Fourth-Seventh-Eighth Floor Plans
A277_P_23	- Proposed Fifth-Sixth-Ninth-Tenth Floor Plans
A277_P_24	- Proposed Roof Plan
A277_P_30	- Proposed South (front) & East Elevations
A277_P_31 Rev A	- Proposed North (rear) & West Elevations
A277_P_40	- Proposed Sections
A277_P_50	- Proposed North Context Elevation
A277_P_51	- Proposed East & West Context Elevation
A277_P_100	- Elevation Detail 1 – South
A277_P_101	- Elevation Detail 2 – South
A277_P_102	- Elevation Detail 3 – South
A277_P_103	- Elevation Detail 4 – East
A277_P_104	- Elevation Detail 5 – North
A277_P_105	- Elevation Detail 6 – North
A277_P_106	- Elevation Detail 7 – North
A277_P_107	- Elevation Detail 8 – West

SCP/16030/SK01

Noise Impact Assessment by REC Ltd Ref AC100083-1R1;
Transport Statement and Travel Plan by SCP Transport Ref LB/16030/TS/0;
Preliminary Roost Assessment by Urban Green dated February 2016
Crime Impact Statement Version C: 10.03.16 Ref: 2015/0631/CIS/02;
Arboricultural Report by Urban Green dated January 2016;
Pre Construction Signal Reception Impact Survey by Astbury dated 27 July 2015
Daylight, Sunlight and Overshadowing Assessment by REC Ltd Ref AQ100086R4 dated 7 March 2016;

Code for Sustainable Homes Pre Assessment Analysis by Watt Energy and Consulting Engineers Ltd dated 03 February 2016;
BREEAM Pre Assessment Analysis by Watt Energy and Consulting Engineers Ltd dated February 16;
Energy and Sustainability Assessment by Watt Energy and Consulting Engineers Ltd dated 21 March 2016;
Geo-Environmental Site Assessment by REC Ltd Ref 100156P1R0;
Archaeological Desk Based Assessment by Paul Butler Associates dated 15 March 2016;
Wind Assessment by Buro Happold Engineering dated 11 February 2016 Revision 01;
Drainage Strategy by Rhodes and Partners Ref 18581-DR-02 dated 16.03.2016
Demolition Method Statement by Total Controlled Demolition dated 11.03.2016
Air Quality Assessment by Redmore Environmental Ltd Ref 1219-2r1 dated 8 March 2016;
Church Street Landscape Scheme by Urban Green dated March 2016 Rev A;

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

- 3) 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.

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

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

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

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

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

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

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

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

5) The development hereby approved shall not commence unless and until a Construction Management Plan, 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
- * A Site Waste Management Plan,
- * Air Quality Plan;
- *A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- *The parking of vehicles of site operatives and visitors;
- *Loading and unloading of plant and materials;
- *Storage of plant and materials used in constructing the development;
- *Construction and demolition methods to be used, including the use of cranes;
- *The erection and maintenance of security hoarding;
- *Measures to control the emission of dust and dirt during construction and;
- *A scheme for recycling/disposing of waste resulting from demolition and construction works;
- *Details of and position of any proposed cranes to be used on the site and any lighting;
- *A detailed programme of the works and risk assessments;
- *Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan,
- *Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.

The approved CMP shall be adhered to throughout the construction period.

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

6) No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

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

7) Prior to any earthworks taking place on the site, a report including a survey for invasive plant species, including japanese knotweed and himalayan balsam, shall be submitted to and agreed in writing by the City Council as local planning authority. Should any invasive species be found to be present, the report shall include a method statement detailing avoidance, control and eradication measures to be carried out before development commences.

Reason – The site may contain invasive species requiring treatment, pursuant to Policies EN15 and DM1 of the Core Strategy.

8) 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.

9) 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.

10) 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.

11) No development shall commence until a hard and soft landscape treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. This shall include details of those existing trees to be removed and those existing trees that are to be retained, and details of replacement tree planting to be provided in line with the Manchester Tree Strategy. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

12) 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 area, identified within the Pre-Construction Signal Reception Impact Survey by Astbury TV Aerials Ltd dated 27 July 2015, 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, in the interests of amenity, as specified in policy DM1 of Core Strategy.

13) Notwithstanding the details shown in the approved drawings and documents, the development hereby approved shall not commence unless and until the outstanding highway matters, as set out in Neil Bayliss-Rowe's memorandum to Lucy Harrison dated 19.06.2016 (which include swept path analyses, parking bay dimensions and layouts and servicing arrangements) have been resolved and agreed in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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

14) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Chester Road, the Mancunian Way, the railway line, and any other actual or potential sources of noise on or near the site including any local commercial or 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 occupied.

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

15) 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.

16) Before development commences a scheme for the extraction of any fumes, vapours and odours from the A3 or A4 premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy DM1 of the Core Strategy for the City of Manchester.

17) Prior to development commencing a local labour agreement relating to the construction phase of development, shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to the commencement of the development, and shall be kept in place thereafter.

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

18) The details of an emergency telephone contact number for the construction 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.

19) 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.

20) 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.

21) No part of the development shall be occupied until measures/features that are beneficial to wildlife, such as roosting opportunities for bats or the installation of bird nest boxes, have been submitted to and approved in writing by the City Council as local planning authority and those approved measures/features have been incorporated into the development.

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

22) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with the approved plans. These facilities shall then be retained and permanently reserved for bicycle parking.

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

23) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local

planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

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

24) The commercial uses hereby approved shall not be open outside hours to be agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policies SP1 and DM1 of the Core Strategy and saved Policy DC26 of the City of Manchester Unitary Development Plan.

25) Before any of the commercial uses 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.

26) No part of the site outside the buildings 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.

27) Before first occupation of the development the buildings, 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.

28) No part of the development shall be occupied unless and until a car park space suitable for use by disabled persons have been provided in accordance with the approved drawings and documents as may be amended under Condition 10. 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.

29) 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.

30) 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, Sundays or Bank Holidays.

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

31) The development hereby approved shall undergo an Uncertified Sustainability Review to demonstrate the achievement of a BREEAM rating of at least 'very good'. A post construction Sustainability Review document demonstrating achievement of a BREEAM rating of at least 'very good' shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the building hereby approved is first occupied. The Sustainability Review document will provide evidence once the building has been erected that it has been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

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

32) Before the development hereby approved is completed, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building, 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, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes and in accordance with Core Strategy policies SP1 and DM1.

33) 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.

34) 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.

35) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development commences. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of government guidance in the National Planning Policy Framework, saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

36) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

37) Before the development hereby approved is first occupied a scheme to connect the site to the existing local cycle route infrastructure shall be submitted to and approved in writing by the City Council as local planning authority. The development shall subsequently be carried out in accordance with the approved details prior to first occupation.

Reason – To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

38) Before first occupation of the ground floor commercial unit, a shop front and signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter associated with any external seating is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

39) The car parking spaces hereby approved shall be used only by residents occupying the development hereby approved and by no other persons.

Reason - To ensure that adequate parking is provided for occupiers of the development in the interests of highway safety and amenity, pursuant to Core Strategy policies SP1 and DM1.

Informatives

Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

Reason - To safeguard the amenities of the occupiers of nearby residential and commercial properties during the construction/demolition phase.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111679/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:

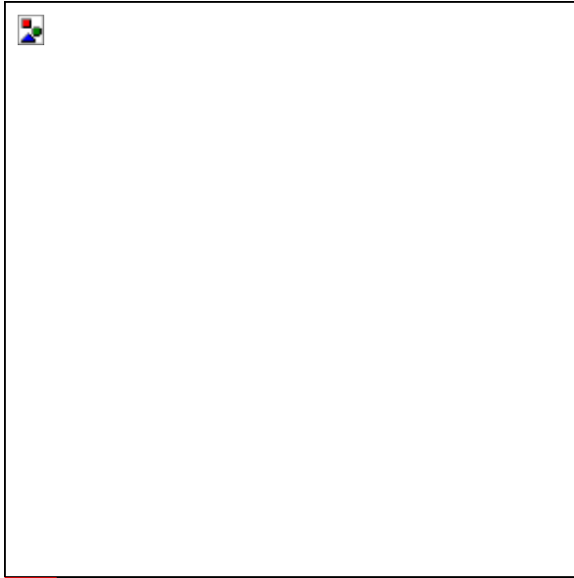
Historic England (North West)
MCC Flood Risk Management
Highway Services
Environmental Health
Housing Strategy Division
Neighbourhood Team Leader (Arboriculture)
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Corporate Property
Central Neighbourhood Team
United Utilities Water PLC
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit

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

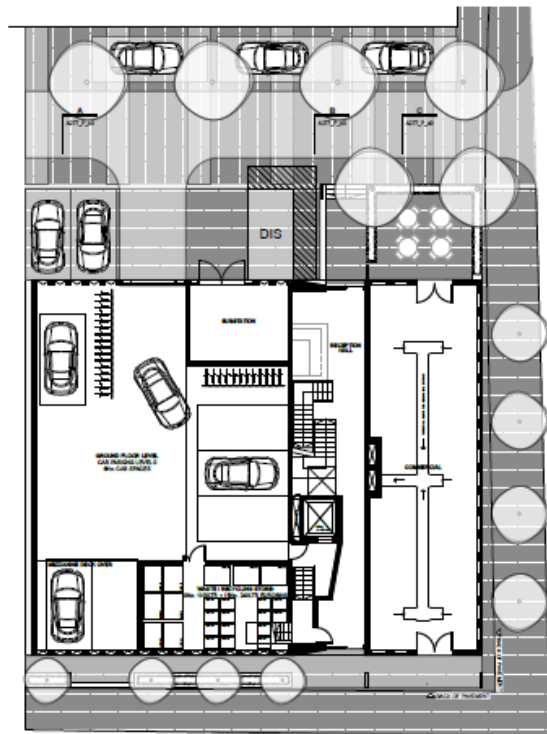
Representations were received from the following third parties:

Historic England (North West)
Highway Services
Environmental Health
Housing Strategy Division
Neighbourhood Team Leader (Arboriculture)
United Utilities Water PLC
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit

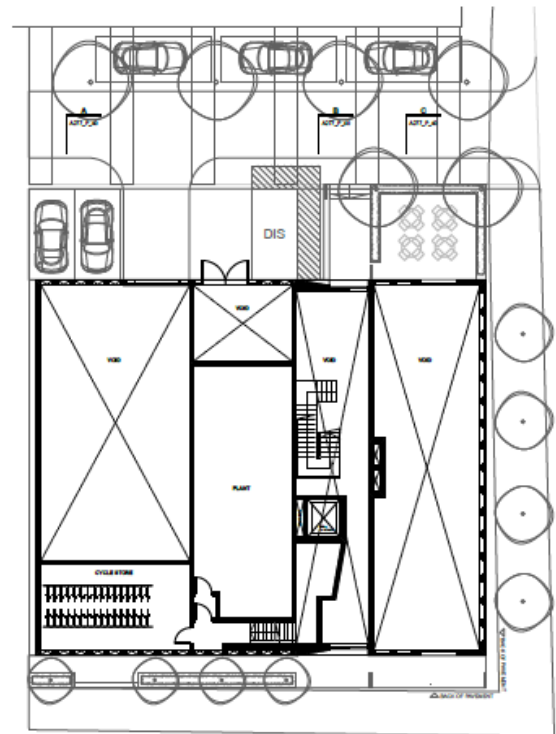
Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : l.harrison1@manchester.gov.uk



Application site boundary ● Neighbour notification
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GROUND FLOOR PLAN



MEZZANINE FLOOR PLAN





THE PROPOSALS
A277_P_03462
STREET LEVEL VIEW
FROM DEANSGATE
INTERCHANGE

