

Application Number	Date of Appln	Committee Date	Ward
113870/FO/2016	8 Sep 2016	12 Jan 2017	City Centre

Proposal Construction of two residential apartment buildings with ancillary amenity facilities for residents including a gym, landscaped terrace and swimming pool, new public realm and landscaping including two new pedestrian connections to the Castlefield basin from Chester Road, basement car parking and related highway, access, servicing and associated works.

Location 2 - 4 Chester Road, Manchester, M15 4QG

Applicant , Castlefield Developments Manchester Ltd, C/o Agent

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

Description

The application site is an area of vacant land on the north west side of Chester Road/Bridgewater Viaduct. It is 0.37 hectares in area and is bounded by Castle Quay, the Bridgewater Canal, Chester Road, the Bridgewater Viaduct and the residential apartment block of Castlegate. It includes three arches underneath Bridgewater Viaduct, which have access along side the Deansgate Quay apartment block onto Old Deansgate. The site is on different levels, with the south western part being level with Chester Road and the north and eastern part level with the canal basin. The site has been vacant and cleared for approximately nine years and has more recently been enclosed by a wall and timber hoarding along the Chester Road/Bridgewater Viaduct and a timber hoarding around its other sides.



Quay Bar which previously occupied the northern part of the site was demolished in 2007. The southern portion of the site was occupied by a listed Georgian building, 2-4 Chester Road, which was destroyed by fire in 2001. Planning permission was

granted in 2003 for a residential development on that part of the site, comprising two buildings, which ranged from nine to 12 storeys above Chester Road level which were fully glazed and of a contemporary design.

The surrounding area is characterised by the following uses:

- residential properties, notably within Castlegate and Middle Warehouse to the west, and Deansgate Quay to the east on the opposite side of Bridgewater Viaduct;
- office developments to the north of the site in the buildings on Castle Street and within Artingstalls Chapel;
- vacant cleared sites such as the site of the former Tom Garner car showroom on the opposite side of Chester Road and the vacant triangular site to the south west of Deansgate Quay (which has recently been granted planning permission for a 13 storey residential building);
- food and drink uses in buildings around the canal basin and to the north east of the site in and around the railway viaduct.

The Great Jackson Street area is on the opposite side of Chester Road, which has been identified as a priority for regeneration.

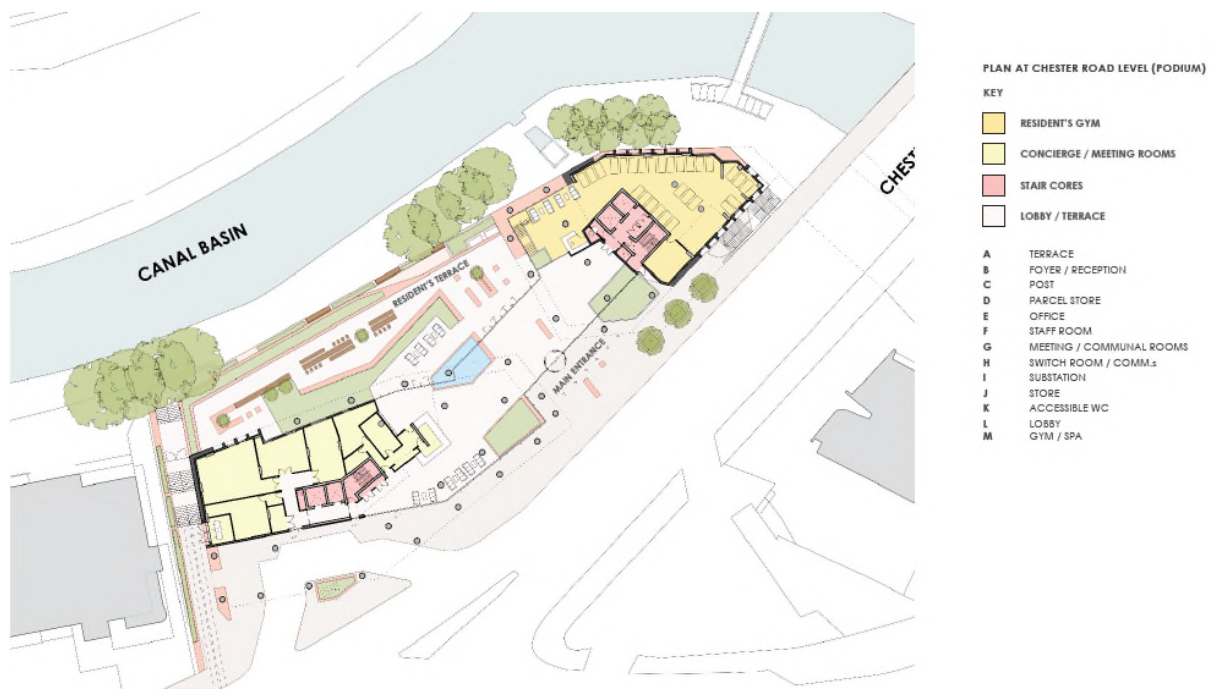
The site is within the Castlefield Conservation Area and is one of the few gaps in the enclosure of the basin. The following listed buildings are nearby:-

- The former congregational chapel, Grade II, to the north east on the opposite side of the canal arm;
- The railway viaduct running from Knott Mill to Water Street, Grade II, to the north east just beyond Artingstall's Chapel;
- Knott Mill Station, Grade II, to the north east of the site on Whitworth Street West;
- Bridgewater House (former Bridgewater Canal Offices), Grade II, on Chester Road to the south west;
- Middle Warehouse, Grade II, on Chester Road to the east of the site;
- Merchants' Warehouse, Grade II, on the west side of Castle Street to the north west of the site;
- Rochdale Canal Lock Number 92 and Castle Street Bridge, Grade II, beyond Bass Warehouse and Dukes 92 to the north of the site; and
- Castlefield Railway Viaduct from G-Mex to Dawson Street, Grade II, beyond Bass Warehouse, Dukes 92 and the Rochdale Canal to the north of the site.

The Proposal

The proposal is for the erection of two residential buildings (Blocks A and B) to provide 188 apartments (78 in Block A and 110 in Block B). The buildings would sit on a 5m-5.5m high plinth that would be constructed between the towpath and Chester Road. Block A would be situated on the south western part of the site, adjacent to the Castlegate apartment building, and Block B would be situated on the north eastern part of the site. There would be a gap at the upper levels between the two buildings, with a single storey glazed lobby at ground floor that would link them and create the main entrance into the development off Chester Road (following

removal of the existing brick wall and part of the stone wall on the Chester Road frontage). A vehicular drop off point would be created in front of Building A to allow access directly from Chester Road.



Block A would be eight storeys adjacent to Castlegate, rising up to 12 storeys. The ground floor would be a double height space, set back from Chester Road to accommodate the vehicular drop off point. The floors above would over-sail this. Block B would be 21 storeys with the lower levels set back to allow the creation of a pedestrian route down to towpath level from Chester Road. At level 6 the building cantilevers out over the setback and the steps down to the canal creating a 'prow'. The top two floors of each block would be set back to form duplex penthouses with private terraces. A residents' terrace would be created at plinth level on the northwest portion of the site overlooking the canal basin. Stepped pedestrian access would be created at both ends of the site to allow access from Chester Road down to the canal basin.

A red sandstone plinth would be created at canal level which would incorporate vertical openings to the car park, windows to the gym and pool at the northern end, planting beds and benches. The plinth would rise up to Chester Road adjacent to steps proposed at either end of the site. Elements of sandstone would clad the bookend elements of the glazed entrance lobby and would be used for planters and seating at the Chester Road entrance.

The main elevations of the two blocks would be created from a double height vertically proportioned grid system. Within the grid, the vertical elements would stand proud of the horizontal elements, with the main façade set back from the grid to create deep reveals. The grid would be in-filled with full height windows and solid infill panels, as well as recessed balconies. The grid and infill panels would be clad in a light buff coloured stone. The top two levels of both blocks, which would be set back from the main façade, would be clad in anodised aluminium.



The ground floor of Block A would house the foyer and concierge facilities, whilst the ground floor of Block B would house a lobby area and gym and spa facilities, as well as providing access to a residents' pool on the level below. The upper floors of both buildings would accommodate a mix of one, two and three bedroom apartments, with 14.5 per cent having one bedroom, 68.5 per cent having two bedrooms and 17 per cent having three bedrooms. The apartments would be large, with many being larger than that recommended with our Residential Guidance with one beds ranging from 50 - 80sqm; two beds from 70 - 119.4sqm; and three beds from 93 - 217sqm.

Three levels of car parking would be provided within the stone plinth, with access off Old Deansgate, using an existing access road down the side of the Deansgate Quay building, which leads to the arches under Bridgewater Viaduct. 166 (88 per cent) parking spaces would be provided of which nine would be to an accessible standard. One hundred and eighty eight cycle parking spaces would be provided, which equates to one per unit and just under half a space (49 per cent) per bedroom.

Each block would have tri-separating refuse chutes accessible from each floor to enable residents to separate waste out for recycling. Bin storage would be provided within Basement Level 2, with two refuse stores provided beneath each block. Nineteen 1100 litre Eurobins would be provided for general waste, 10no. 1100 litre Eurobins would be provided for recycling of pulpable waste, 10no. 1100 litre Eurobins would be provided for recycling mixed waste, and the equivalent of four 240 litre Eurobins would be provided for food waste. The Management Company would be responsible for moving the bins from the bin stores to the refuse collection point, which would be directly off Old Deansgate, at the entrance to one of the arches under Bridgewater Viaduct, adjacent to the existing collection point for Deansgate Quay. Collections would follow the existing refuse collection pattern for the existing buildings on Old Deansgate and the Management Company would ensure that the appropriate bins are brought to the collection point prior to and during the refuse vehicle's visit and are then returned to storage immediately afterwards.

Land Interest

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

Publicity

The application has been advertised in the Manchester Evening News as:

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

Site notices have been displayed and the occupiers of nearby properties have been consulted. One representation has been received supporting the proposal, stating that the land has been a derelict eyesore for too long and the new buildings will be an asset to the area. Sixty four representations, as well as an online petition of 370 names have been received, objecting to the proposal, as summarised below:

- The Castlefield Forum and other neighbours believe that Castlefield is a special and unique place with one of the strongest landscapes in the UK. Development in and near Castlefield is positively welcomed and tall buildings are liked or loved in the right place and if they are the right design for their location. However, the proposals are not good enough for this location and would detract from the character of the canal basin.
- The City Council's evidence and the Inspector's decision letter on the public inquiry into the appeal against refusal of planning permission for an apartment block at Jackson Wharf gives an indicator of the character of the area, as do previous City Council decisions on developments in Castlefield eg independent, robust buildings sitting in their own space in a haphazard rather than linear arrangement, with the taller City Gate blocks forming a visual backdrop at a higher level outside the immediate basin area. The buildings around the basin:
 - have great strength and simplicity of form and design
 - face and embrace the canal basin
 - predominantly use brick, sandstone or red cladding materials
 - are similar in mass and height (4 to 8 storeys), and
 - are 'easily readable' - that is to say, at a glance in front of any elevation you can take in, 'read' and understand the full shape of the whole building.
- The proposal at 2-4 Chester Road is not in keeping with this character appraisal and is not in itself of sufficient quality to be considered an iconic scheme worthy of rising above existing development. It is out of keeping with

the conservation area and neighbouring buildings in terms of massing, height and materials.

- It would conflict with policies CC9 (Design and Heritage) and EN3 (Heritage) of the Manchester Core Strategy which state that development in the city centre should preserve or enhance heritage assets, as well as conflicting with policies EN1 (Design Principles and Strategic Character Areas) and EN2 (Tall Buildings).
- The development needs to accord with Manchester's record of high quality design as required in Policy SP 1 of the Core Strategy and Section 7 of the NPPF.
- The Heritage chapter in the Environmental Statement underestimates the impact of the proposal on views into and around Castlefield, with only one view being considered to have a 'minor adverse' impact, the others have a 'negligible' impact.
- The public benefits of the scheme are overstated, with the Heritage Statement stating that the proposal would have less than substantial harm on surrounding heritage assets and should therefore be balanced against the public benefits of the scheme. The statement lists the 'innovative and contemporary design' and 'new landmark buildings along the Bridgewater Canal frontage, creating a new sense of place' as public benefits, which would outweigh the harm. However, the Castlefield Basin does not need this as it already has a strong sense of place and landmark buildings. The development should enhance this sense of place not completely change it.
- The development would result in loss of views of the basin from Chester Road and beyond, which would have a detrimental effect on drawing in people to the area.
- Castlefield Basin is an urban heritage park, and Manchester City Council's own webpage makes the following statements about new buildings:
 - "Ideally, new development should incorporate a mix of uses. In places where existing buildings have narrow frontages, it is important that new proposals have similar dimensions. This will ensure that a vertical rhythm in the 'street wall' is maintained when viewed obliquely. 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 policy still leaves scope for innovation, provided that new proposals enhance the area." The proposed development does not accord with this statement.
- The proposal should make reference to the previous listed building that stood on the site in terms of either reinstating a building of a similar scale, mass and height or including other visual cues so the history of the site can be read by future generations.

- The proposed development would be overbearing and detract from the significance of the Congregational Chapel listed building by masking the tower and obliterating views of it from the wider area.
- It would be out of scale with the Chapel building, and the other Listed and non-listed heritage assets in the area.
- Could the foundations not jeopardise the canal structure and the foundations of the listed chapel?
- Most of the development is centred around Chester Road and the elevation on to the canal basin is very disappointing as it would be two levels of car park and a 5m high brick wall (which would make access through the building to Chester Road difficult).
- The 5 metre plinth would create a canyon effect from the towpath and canal making the currently open aspect very confined and claustrophobic. The building should have apartments on the canal path level like Castlegate has and be more pedestrian friendly.
- Within the Deloitte Real Estate Planning a Tall Building Statement item 1.14 and section 3 incorrectly state that the site has been behind a hoarding for 9 years. The hoarding has been up for approximately 12 months before which was open mesh Heras fencing, which allowed the Basin in this area to feel open and not, as it currently feels, enclosed.
- The housing needs of Manchester should be provided on less sensitive sites of which there are many.
- Need due consideration of the Barnwell judgement and the importance of considering the impact on the setting of Listed Buildings as well as direct impacts upon them.
- The developer's consultation document states in its heritage analysis that 'the proposal should be clearly contemporary whilst acknowledging proportions, materiality and elevational rhythms of adjoining historic buildings'. The developer appears to have chosen to ignore this determination.
- The design of the lower floors will also detract from the historic street scene of the area as it provides little active frontage [shops/cafes etc].
- The design is overly fussy.
- The design is reminiscent of a 1960s brutalist concrete design similar to the council flats demolished by the Council. It is second rate and mirrors those of similar Renaker developments in the nearby area (ie Regent Road and Cambridge Street).
- Too tall - should be no taller than Castlegate and Castle Quay.

- Conflicts with Item 5.74 of the Guide to Development in Manchester SPD (2007) as too tall.
- Scale of the buildings will change the dynamic of the area which feels like a small town within a city centre.
- Contrary to the claims in the Design and Access Statement, there is no precedent for this scale of development in this location, with the scheme approved in 2003 comprising two blocks ranging from 9 -12 storeys above Chester Road level, whilst this proposal is 21 storeys.
- Should not use Beetham Tower and Owen Street as reference points for height as these are further away and site is divorced from rest of City Centre by two railway bridges.
- In 2000 the owners of 2-4 Chester Road objected to the development of Castlegate on the basis that it was too high and overbearing on neighbouring heritage assets, but are now proposing a development that is even bigger.
- The Land Registry shows that the developer paid only £700,000 for this plot. There is therefore no need for them to build on this scale. The development has the sole aim of turning a decent profit for the developer, which would be at the expense of the character and appearance of this historic area.
- This building would very quickly become outdated and become an eyesore within the community. Some neighbours would like to see a more sympathetic design, potentially with reclaimed brick and rounded windows, and certainly of a height which is more sympathetic to the surrounding buildings within the basin.
- More attention needs to be paid to the architectural landscape of the city as a whole.
- Materials - The proposed light grey stone cladding has no relevance to the surrounding materials that have been in use within the Castlefield Basin for the past century, and the pinkish sandstone material that is suggested for the plinth also has little relevance.
- The proposal would be visually intrusive in a highly sensitive and distinctive part of the canal basin. In most of the view points it stands out as being too large or the wrong colour materials. View point 1c is a clear example of the failings in this development style.
- Are the materials the developer proposes to use in any way sustainable or from historic/renewable sources to maintain the character of the historic area?
- The quality and life span of the cladding should be challenged.

- The development would have an unacceptable impact through overshadowing/loss of light on Castlegate and Deansgate Quay and other buildings to the north. Deansgate Quay has a large number of habitable rooms facing Chester Road that would be overshadowed and overlooked by the development. It will overshadow apartments in Castlegate, including balconies and garden.
- Loss of privacy - insufficient separation distances between habitable rooms, particularly the existing windows and balconies in the gable end of Castlegate, which would be overlooked.
- The Council required nearly 20m separation between Castlegate and Middle Warehouse, and Castlegate and the Docks. This level of separation does not appear to have been respected in this instance, but is needed to prevent overlooking, stop the development from being overbearing, provide acceptable levels of daylight and to reflect the rhythm of the street where distances between buildings have already been established.
- Detrimental impact on the canal basin and on the ecosystem of wildlife (including marine life) that use the basin due to loss of light.
- The results of the Daylight and Sunlight assessment are unacceptable and suggest this is a major infringement of an individual's right to light under the Human Rights Act.
- The Daylight and Sunlight report does not highlight the effect on the office space within the Basin or the canal basin itself.
- Wind - Such a tall building would create wind tunnels. Question whether the narrow gap between the buildings would simply cause a wind tunnel effect.
- Has a wind tunnelling exercise been carried out to model the impact of two towers on each side of the highway (to take into account the cumulative impact of the Beech Property development on the opposite side of Chester Road).
- Greenspace - the site would be better used for greenspace, which is lacking in the City Centre. Could remove the proposed northern most block to retain a usable green space.
- Are the trees protected?
- Highways - access from Chester Road for cars would be dangerous and would add to congestion around Deansgate Station as cars exiting the site would have to drive into the City Centre to turn around to come out.
- Increase in road congestion.
- Increase in parking problems.

- Concern regarding access for emergency vehicles.
- With works reportedly started on the Beech Property site immediately opposite, how:
 - would construction traffic not materially impact on the use of Chester Road at peak times by both pedestrians and cars?
 - would cranes be co-ordinated to avoid oversailing public spaces?
- Construction will cause health and safety issues for the public as it is a small site so close to a major route in and out of the city centre.
- Noise pollution - have the figures quoted taken into account the already high background level of noise in the area? Any additional builds will increase the noise floor, which is already unbearable during high winds (caused predominantly by Beetham). Further high building surrounded by smaller (in keeping) buildings will exacerbate the already appalling problem.
- Security - the new steps from Chester Road to the canal would cause security concerns. The developer should contribute towards ensuring the security of the ground floor apartments within Castlegate.
- Reduction in property values - Will create an eyesore that could potentially lower values in the area.
- Has a Section 106 been requested?
- What proportion of Affordable Housing has been included? The materials proposed do not look lavish enough to preclude the cost of affordable housing, which will be needed if the developer's economic forecast is correct as it will depend on low paid service workers in hotels, shops, offices etc. and not necessarily high paid workers.
- Lack of supporting infrastructure such as food store, dentist, doctors surgery.
- Need to consider the impact of Brexit on many of the forecasts within development applications. The current forecasts from Economists suggest a slowdown for the economy. The impact of a slowdown in the economy should be considered and a review of the impact of an oversupply of residential property in the City centre generally.
- Has a finance check been run on the SPV Company delivering the new building as it will have no finance history?
- Castlefield Estates have commissioned their own Heritage Impact Assessment of the proposed scheme, which they have submitted as part of their representation. The assessment is by AHP (Architectural History Practice) and concludes that the proposed scheme would neither preserve nor enhance the character of the conservation area and, "quite clearly, the overall

heritage impact would be substantial and damaging". In reaching that conclusion the report notes that:

- Castlefield Basin is clearly of considerable importance to the wider historic environment in Manchester and of exceptional importance to the townscape within the Conservation Area, Castlefield Basin is of exceptional historical value.
 - The scheme will completely overshadow the listed Congregational Chapel and its campanile, which is a conspicuous vertical accent at the east end of the basin, would be dwarfed and belittled.
 - It will introduce an overwhelming quantity of modern facing material unsympathetic to the area -the use of the light coloured facing is wholly inappropriate.
 - The massing of the scheme would be completely alien to the scale and character of the canal basin.
 - The podium upon which the development will sit is odds with the character of the area and would hide the side arches of Bridgewater Viaduct which make a positive contribution to the character of the area.
 - The proposed buildings would blur the boundary of the conservation area, with their height taking its cue from the even taller consented schemes on the south side of Chester Road.
- Castlefield Estates are concerned that there has been little assessment of the appearance of the scheme by the applicant from viewpoints within Castlefield Basin and that this is a serious omission, which, in their view, is reflected in the ill-considered scheme. They also consider that it means that the Council have insufficient information before them to robustly determine the application.

Consultations

Greater Manchester Ecology Unit - No objections.

Highway Services - The traffic impacts on the surrounding highway are expected to be imperceptible to other road users and accommodated within the existing highway network. The impact on the Chester Road/Deansgate junction would be marginal. Appropriate signs should be installed on the exit from the drop off area and on Chester Road to ensure vehicles do not attempt to perform a u-turn around the central island arrangement. The level of parking is acceptable. Further information should be provided on details of the car park design, servicing and vehicular access manoeuvres at the Chester Road drop off point. A demarcated area should be provided for refuse vehicles and the bin collection point. The level of bicycle parking provision is acceptable. A construction management plan, full travel plan and servicing management strategy should be conditioned. Servicing should take place outside peak travel hours.

Environmental Health - Recommends conditions relating to noise (to protect the residential accommodation from external sources of noise, prevent break out of noise from the gym and from any external equipment); the implementation of the waste management strategy; the gym opening hours; and a construction management plan.

Neighbourhood Team Leader (Arboriculture) - There are four off-site London Plane trees that should be protected by a TPO. Full details of Root Protection Areas for off-site trees and a full Arboricultural Method Statement / Tree Protection Plan to indicate how these trees will be protected during development should be provided. The proposed new tree species for new on-site trees is good but should include two or three larger growing species. Any existing trees that are to be removed should be replaced on a 3:1 basis.

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

Greater Manchester Police - The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated and a planning condition should be added to reflect the physical security specification listed within sections 4 & 5 of the appendices within the submitted Crime Impact Statement.

Historic England (North West) (HE) - HE have previously accepted a change in scale on this site and welcomes redevelopment of this difficult site that would help to redefine the edge to Chester Road and the canal basin. The provision of pedestrian routes from Chester Road down to the canal side is a significant enhancement but more could still be done to provide active uses at street and canal level to animate adjacent spaces and take advantage of views across the canal basin. The proposal exploits the transitional character of the site with elevations to both the historic canalside and the busy Chester Road corridor. The hierarchy and verticality of the architecture seeks to respond to the architecture of nearby historic buildings but this is not immediately apparent due to the markedly different architectural language which is distinct from the more simple and restrained character of historic buildings within the conservation area. This architectural approach would be helped if there was a more sympathetic choice of materials to help the relationship of the proposals to the character and appearance of the conservation area. In particular it would be preferable if the stone plinth on the canal side, which is the key element relating the proposals to the conservation area, was a matching, warmer-toned sandstone (acceptability should be determined by an on-site sample panel). Above the plinth, the pallet of proposed materials appears to be of commendably high quality, particularly the use of stone in the structural grid and cladding. However, the rather cool, pale appearance of the selected stone does not relate well to the warm brick and stone character of conservation area. In some of the visual information within the application, the building seems a little too stark within its red-brick context.

HE recommends the proposed materials be re-considered, with a greater emphasis on strengthening the relationship of the scheme with the conservation area. This could be most simply achieved by employing local materials within some aspects of the design. It is important that the specification maintains the high quality that is currently proposed. A condition to defer the agreement of materials might, therefore, be considered appropriate.

Whilst HE does not object in principle to the proposed development, it considers the statutory and policy context is only partially met by the proposed development. It recommends that the design of the proposed development should be re-considered

to improve how it would related to the character and appearance of the conservation area, particularly in terms of the proposed materials.

Greater Manchester Archaeological Advisory Service - The site has archaeological interest relating to Manchester's Roman origins and the late 18th century Castlefield Basin manager's house that stood at 2-4 Chester Road, therefore a scheme of mitigation to excavate and record the remains is required for the upper terrace of the site (the development of Quay Bar at canalside level would have removed any archaeological interest here). GMAAS recommend a condition to secure a scheme of works for the outstanding archaeological interests.

Environment Agency - No objections subject to conditions regarding the mitigation measures set out in the Flood Risk Assessment being implemented and regarding contaminated land being attached to any approval.

Transport For Greater Manchester (TfGM) - TfGM comments are incorporated into the Highway Services comments.

National Air Traffic Safety (NATS) - No safeguarding objection.

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

Housing Strategy Division (HSD) - The HSD is pleased to see development to provide much needed housing. This is not a location where Strategic Housing would be looking for affordable housing, so any affordable housing contribution, subject to a financial viability assessment, should be in the form of commuted sums.

United Utilities Water PLC - No objection subject to conditions regarding SuDS and requirements for the developer due to a water main bordering the site.

Manchester Conservation Areas and Historic Buildings Panel - "The proposed two blocks with views between to/from the canal basin rather than one monolithic block was welcomed although the linking built form would disrupt these views at street level. Built form that better defines the street at this point of Bridgewater Viaduct/Chester Road route was also welcomed.

The large amount of proposed car parking was questioned especially if, as seemed the case, it is all accessed by way of a limited route through an existing car park. The loss of the existing open areas within the viaduct archways was regretted especially as this was merely to accommodate cars. A reduction in car park spaces should be sought to achieve less intervention in these archway spaces and the use of these areas for bin storage was also questioned.

The removal of the historic parapet to the viaduct which provides a particularly strong definition to the back of footway should be avoided in favour of a limited number of minimal openings punched through.

In terms of the plinth/middle/top design, the plinth should give a visually robust base and continue up to the start of the residential levels. The Panel welcomed the use of the proposed plinth to reflect the sandstone cliffs that are a feature along waterways in the area, but felt it should be less articulated to give a plainer and more 'cliff-like' appearance. Glass balustrades should be avoided in external areas in favour of stone or metal railings.

The top element of each tower was considered to be too weak to serve their visual purpose partly through being set back too far back from the elevations.

Panel felt there was almost too much elevation modelling and queried whether the proposed balconies would be set within the deep recesses being generally achieved or be created by deeper recesses. The choice of elevation material will be important, as natural stone rather than reconstituted stone should ensure a retained sense of quality as the building weathers.

The proposal was presented as providing a massing that steps up from the adjacent building next to Castle Quay. However, it is felt that the same approach needs to be consistently adopted including to achieve an appropriate response to the Grade II listed former Congregational Chapel on the opposite side of the building. The scale and massing of the building is partly being justified on the basis of tall building proposals/approvals that have yet to materialise on site.

The historic morphology of the Castlefield Conservation Area has successfully been retained by having buildings of a similar scale/massing to the industrial heritage around and lining the canal basin. Taller buildings have been pushed to the outside of this area which ensures the immediate character and appearance around the canals has retained a sense of the historic character even though tall buildings are seen rising behind. The proposal would be the first development to run counter to this approach by having tall buildings immediately adjacent to the canal basin area and the impact would be overly dominant built form and set an unwelcome precedent for other sites within the conservation area.

Achieving an appropriate reduction in scale of the proposed built form where the development addresses the canal basin would assist to address some of the concerns associated with the proposed amount of associated car parking."

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 6 & 7). Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

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

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

Section 1 - Building a strong and competitive economy - The proposals would develop a high-quality development in an area in need of regeneration. This would create jobs during construction and would add to the existing community within the area. New residents would support the local economy through the use of facilities and services.

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

Section 4 Promoting Sustainable Transport - The proposal is in an accessible location close to the Deansgate tram and train interchanges as well as buses in the City Centre. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 6 (Delivering a wide choice of high quality homes) - The scheme would provide an efficient, high-density development that would bring 188 homes to a sustainable location within the City Centre. The scheme would provide a range of accommodation sizes, types and tenures and help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 7 Requiring Good Design - The proposed scheme has been the subject of significant design consideration, consultation and evolution. The buildings and public realm would be of a high quality and would help to raise the standard of design more generally in the area.

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

Section 10 Meeting the challenge of climate change, flooding and coastal change - The application site is in a highly sustainable location and an Environmental Standards Statement has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy

efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The site is within Flood Zone 1 and is in close proximity to Flood Zone 2. A Flood Risk Assessment has been carried out which recommends mitigation measures. This is discussed in more detail below.

Section 11 Conserving and enhancing the natural environment - The documents submitted with this application have considered issues such as ground conditions, noise and lighting, and the impact on ecology and demonstrate that the proposals would not have any significant adverse impacts in respect of the natural environment.

Section 12 Conserving and Enhancing the Historic Environment - This sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Any harm caused to a heritage asset has to be justified in terms of the social and economic benefits of the proposal.

The scheme has been designed to complement and respect the character and appearance of Castlefield Conservation Area and the nearby heritage assets and it is considered that the proposed works are in general accordance with the requirements of the NPPF. The impact on the settings of the listed buildings and the conservation areas is considered in detail later in this report.

Core Strategy

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

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

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

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

SO2. Economy - The scheme would provide new jobs during construction along with permanent employment 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.

S03 Housing - The scheme would provide 188 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.

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

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

Policy SP 1 (Spatial Principles) - The development would be highly sustainable and provide high quality residential accommodation. 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 proposed scheme would include ancillary resident uses to create active ground floor uses and promote activity and natural surveillance of the area. The proposed public realm works and landscape would animate the area and also increase natural surveillance.

Policy CC8 Change and Renewal - The proposal would be a large scale scheme, which would make a significant contribution to the City Centre's role in terms of employment and improve the accessibility and legibility of the Centre.

Policy CC9 Design and Heritage - The proposed new building would have a high standard of design appropriate to the City Centre context. It would have an impact on the character and appearance of Castlefield Conservation Area and on the settings

of a number of nearby listed buildings, and this is set out in more detail later in the report.

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

Policy H1 Overall Housing Provision - The development would provide new homes in the City Centre, consistent with regeneration objectives, and help to create a mixed use community. It would contribute to the ambition of building 90% of new housing on brownfield sites.

Policy H8 - Affordable Housing - A Viability Appraisal has been submitted regarding the provision of affordable housing. The appraisal demonstrates that the proposed scheme is viable and capable of being delivered but concludes that it cannot support affordable housing. This issue is discussed in more detail below.

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

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

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and the development would enhance the character of the area and the overall image of Manchester. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings - The proposed building would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 - Heritage The site currently has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it. The proposed buildings would have an impact on the character and appearance of Castlefield Conservation Area and on the settings of the nearby listed buildings and 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 soft landscaping.

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

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

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

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

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

Policy EN19 Waste - The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

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

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

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

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

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas - It is considered that the proposal would have an impact on 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 have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

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

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, which the Plan recognises as having a unique identity and individualistic landscape. Castlefield offers an attractive residential location, a variety of popular visitor attractions, and a collection of vibrant restaurants and bars. The relevant key priorities for this area are:

- Delivering full integration with the proposed St John's development; and
- Ensuring residential developments are balanced with the needs of the area.

The proposed development would be consistent with achieving these priorities.

Central Manchester Strategic Regeneration Framework

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

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

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

Great Jackson Street Development Framework

The proposal site lies adjacent to the Great Jackson Street area, which is on the opposite side of Chester Road. In October 2007, the Executive endorsed a regeneration framework for high quality and high density redevelopment, following public consultation with landowners, local residents, businesses and other key stakeholders, and requested the Planning and Highways Committee take the Development Framework into consideration when considering applications for planning permission, listed building consent and advertisement consent in the Great Jackson Street area. The Framework was updated in 2015. The vision set out in the approved updated Framework establishes the provision of a new high density quarter of Manchester with a vibrant and sustainable mix of uses, whose economic viability is driven by knowledge capital, comprising high quality urban architecture that enriches

the city's public realm and establishes its reputation for design excellence in building. Development here should signal the site as a significant point of entry into the City. The proposal would support this framework.

Castlefield Conservation Area Declaration

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

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

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

Legislative requirements

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

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

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

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

Environmental Impact Assessment

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

The proposed development falls under 'Infrastructure Projects' (Schedule 2, 10 (b)) as described in the EIA Regulations. The site area is approximately 1.5 hectares, but the proposal is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the proposed development. During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with relevant consultees, and it is considered that the issues that could give rise to significant impact are:

- Townscape and visual impact,
- Built heritage,
- Daylight and Sunlight,
- Noise and Vibration,
- Traffic and Transport,
- Wind, and
- Air Quality.

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

- Ground conditions and contamination,
- Flood risk and drainage,
- Archaeology,
- Ecology and Nature Conservation;
- Telecommunications; and
- Crime and disorder.

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

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

Regeneration is an important planning consideration. Over the past twenty years the City Council has successfully regenerated large areas of the City Centre and Piccadilly, Spinningfields, the commercial core, Manchester Central, Northern Quarter and Castlefield are good examples of this. However, much remains to be done if the City Centre is to reach its full potential and remain competitive, and it will be important to ensure that investment in the City continues. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new residential development and, as the City moves into its next phase

of economic growth, further housing provision is required to fuel and complement the City's economic growth.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires the provision of additional housing. It is proposed that a significant proportion of this new housing will be developed in the City Centre and this inevitably will result in higher densities and larger buildings. 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 here would be consistent with a number of the Greater Manchester Strategy's key growth priorities and would deliver homes to meet the demands of a growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth.

The proposal would deliver good quality apartments, intended for the owner occupier market and would complement the existing residential community in the area, as well as developments proposed and under construction within the adjacent Great Jackson Street Regeneration Area. It would also help to enhance connections to the city centre.

Whilst Castlefield is a desirable place to live and visit, there is still work to do, especially in terms of how this area is integrated into the remainder of the City Centre. The area is still perceived as being remote from the rest of the City Centre and this is reinforced by the 'barrier' formed by the railway viaduct and the associated infrastructure. The scale, quality and quantum of development proposed would help to address this issue of connectivity. The development of this site would assist the integration process in a physical and functional sense and in terms of perception. The role and function of Deansgate diminishes in a southerly direction and this development would provide a presence and help to extend this route in terms of activity and quality. Therefore, this scheme would contribute positively to the regeneration of the area and the City Centre.

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

Viability and Affordable Housing Provision

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

incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

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

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing, community facilities, the provision of green infrastructure including open space, public realm improvements, protection or enhancement of environmental value and climate change mitigation/adaptation. In the past, City Centre residential developments have in some instances, contributed towards environmental and residential infrastructure improvements. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

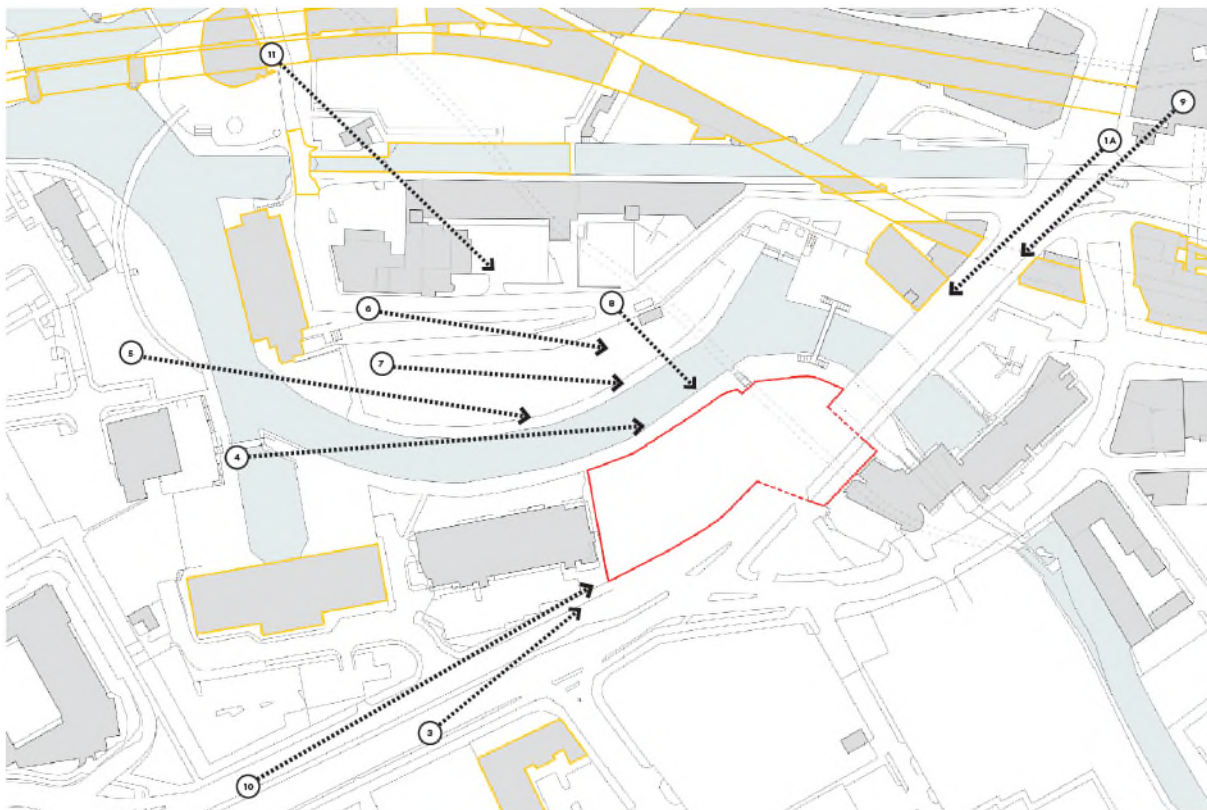
The applicant has provided a viability appraisal for the site and the proposed development, which has been assessed and demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered. A high quality residential development in this key regeneration area with units of various sizes, would assist in diversifying the housing market in the City Centre and would deliver substantial regeneration benefits by developing an under used site which detracts from the vitality and viability of the area. Whilst this is not a site where the provision of on-site affordable housing is considered to be appropriate, it should be considered whether a financial contribution should be made for off-site provision, as well as for environmental and infrastructure improvement works within the area. The appraisal shows that the financial impact of the provision of affordable housing, combined with other planning obligations would affect the scheme's viability. The scheme would deliver benefits on the site through the provision of buildings of a high design specification and high quality materials, as well as areas of high quality public realm. It is considered therefore that the inclusion of affordable housing and other financial contributions within the scheme would prejudice the achievement of other important planning and regeneration objectives, and would undermine a significant development proposal critical to economic growth within the City.

Tall Buildings Assessment

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

Relationship to Context, including Historic Context

The site is within the Castlefield Conservation Area and there are nine listed buildings within a 250m radius. The effect of the proposal on contextual features in terms of scale, height, urban grain, streetscape and built form, important views and effects on the skyline, as well as the historic context, including listed buildings conservation areas, archaeology and open spaces, have been considered. A Townscape and Visual Impact Assessment and a Heritage Assessment have been undertaken, which assess the proposal from 13 viewpoints, which were agreed with Historic England. The viewpoints are assessed using a number of rendered and wire-line computer generated images (CGIs). The cumulative impact of the proposal along with other committed developments within the vicinity of the site, including tall buildings at Owen Street, 10-12 Whitworth Street, River Street, Axis and 1 Water Street, have also been considered.



The character of this part of the Castlefield Conservation Area is defined by the canal and river network, over-layered by substantial railway viaducts and it contains large

buildings, many of which have a direct relationship with the waterways, with some standing in open areas. It must be acknowledged that the area has changed dramatically over the past 30 years and the changes to the area's physical character and the amount of development that has taken place, by both the public and private sectors, has transformed the area. This investment has produced an attractive environment, made it easier for the public to walk through it, and has introduced a positive mix of uses, none of which was possible in the area's historic heyday when it served only as an area linking canal, road and rail networks to service the industrialisation of Manchester. It is important that this is recognised and acknowledged because whilst the current character of the area does have important historic references, it is not a recreation of those earlier industrial times.

The application site has been vacant and overgrown for a number of years and more recently has been hoarded off. Its current condition does not contribute to the conservation area and has a detrimental impact on it and so its re-development could and should enhance the site's contribution to the surrounding area. The previous planning permission established that a development comprising two separate buildings as opposed to a monolithic block would be appropriate and that some scale would be acceptable. The current proposal is substantially taller than what has been approved previously, and this would inevitably have an impact on the cityscape and the character and appearance of the conservation area.

The Townscape and Visual Impact Assessment indicates that in the context of the overall cityscape, the development would be relatively small in scale and would have a limited zone of visual influence. However, it is clear that the proposal would have an impact within and on Castlefield and on the approach into the City Centre along Chester Road. The proposal would be seen in the context of the relatively isolated form of Beetham Tower. However, its impact would diminish if other consented tall buildings are developed at Owen Street and Token House. In some instances, this impact would be substantially diminished as other tall buildings would interrupt the view or provide a context that eclipses the scale of the proposal.



Figure 60
CGI view 10

In views along Deansgate heading out of the City Centre, the development would be a tall structure behind the linear form of the listed railway viaducts and bridges. However, this would not lessen their heritage values, or the ability to fully understand and appreciate them. The proposal would provide a local landmark that would encourage exploration and movement further into Castlefield in much the same way that the Hilton Tower has led to greater levels of activity towards the southern end of Deansgate. From certain points heading out of the City along Deansgate (Viewpoint 1a at the southern end of Deansgate at its junction with Whitworth Street West), Block B would be highly visible, directly behind the tower of the Grade II listed former Congregational Chapel. Although it would be considerably larger than the scale of its tower, its light coloured stone would allow the red brick of the tower to stand out against it. Given the above, it is considered that the development would have an overall minor adverse impact on this view and the settings of the listed Chapel and railway viaduct.



Figure 53
CGI View 1A

Heading further out of the City beyond the railway viaduct, the building would help to define and enclose the street scene and create activity along an underutilised gap site on Bridgewater Viaduct. The listed buildings of Bridgewater House (in the distance to the left of the view) and Merchants Warehouse (in the distance to the right of the application site) would still be understood and appreciated. As this viewpoint is from outside the Castlefield Conservation Area and little of the conservation area can be appreciated from this point, the overall impact on the settings of listed buildings and the character and appearance of the conservation area from this viewpoint would be negligible.



Figure 54
CGI view 4

In views looking north from Owen Street, the development would be highly visible, although this would be lessened following completion of the Owen Street development. The proposal would help to enclose this part of the streetscape in an acceptable manner, bringing activity at street level and it would not alter the setting or heritage values of the Grade II railway viaduct to the distant left of the view. In views heading into the City Centre from Chester Road, Block A and the upper floors of Block B would be highly visible, continuing the solid block rhythm of the streetscape and increasing the established height and scale of this part of Chester Road heading into the City Centre. The buildings would create a new landmark on this important gateway entry route into the City Centre, encouraging exploration into the City Centre. From certain viewpoints (Viewpoint 3a) the new buildings would step up gradually in height towards the City Centre and the larger buildings including Beetham Tower. The lower levels of Block B on Chester Road have been set back; enabling views of the Grade II listed former Congregational Chapel and its campanile to be retained, when travelling into the City Centre along Chester Road and over Bridgewater Viaduct, giving an acceptable impact on the setting of this listed building from this view.

The proposed buildings would be highly visible in views across the canal basin from the west. The CGIs demonstrate that the development would continue and increase the established height and scale of this part of the basin continuing the modern block rhythm of that side of the basin, rising up toward Beetham Tower. The buildings would help to define the existing fragmented streetscape to the south of the canal and would complete the enclosed nature of the basin. The buildings would be seen as modern elements in the middle distance within a varied skyline, with the light palette of materials helping to lessen the impact of the buildings against the sky. Given the above, the impact of the buildings is considered to be negligible.



Figure 59
CGI View 6

A viewpoint has been taken looking south across the basin from Castle Street. As Castle Street is elevated, the Bridgewater Canal and basin are entirely concealed from view, with a low brick wall and small unlisted Victorian building in the foreground and the heritage assessment therefore considers that the combined value and importance of the heritage assets and the view as a whole is low. However, it is clear that the proposed development would dominate short range views from here. The design of the buildings with the vertically proportioned grid pattern would, however, reflect the rhythm of the other buildings within this view, that is Castlegate and Deansgate Quay, and the proposed buildings would continue the built form on the southern side of the canal, enlivening this underused and semi-derelict part of Castlefield, bringing more activity to this part of the conservation area and improving its poor connectivity to the wider City Centre.

A CGI of the proposal adjacent to the canal towpath has been produced, which shows an elevation that would be in keeping with the character of the canal basin, reflecting the sandstone escarpment on the opposite side of the canal arm, and providing seating and planting areas.

The analysis of key views above does suggest that the impact of the proposal on the character and appearance of Castlefield Conservation Area and the settings of nearby listed buildings might not be as great as might be expected from these important viewpoints. However, when moving around the area, the proposed 21 storey building would be by far the tallest building in the immediate vicinity and it would be misleading to suggest that it would not have an impact. The scheme has been designed, to minimise this impact and to respond to the architecture of surrounding buildings. It uses a vertical grid pattern on the façade, steps in height and has a tri-partite subdivision to the elevations. The faceted design does help to diminish the bulk of the buildings from various viewpoints. The light coloured stone would have less impact against the skyline than two solid red brick buildings and helps to reduce the visual impact of the building. Whilst the Conservation Area declaration states that "it is preferable to use natural materials such as stone, brick, or other solid traditional materials", it also recognises that "new structures need not be imitations of old buildings". The traditional stone would be high quality and appropriate and would relate to other high quality contemporary buildings in the vicinity.

The analysis of key viewpoints has highlighted that there would be one instance of a minor adverse impact on the historic environment. Despite this, there can be no doubt that the buildings would be a prominent new addition to the conservation area. It is considered that the adverse impact identified would be outweighed by the public benefits of the scheme, which would include:

- " Bringing a cleared site, which has a negative impact on the townscape, back into active use; regenerating a major vacant site in the City Centre;
- " Establishing a strong sense of place, enhancing the quality and permeability of the streetscape and the architectural fabric of the City Centre;
- " Optimising the potential of the site to provide the quality and specification of accommodation required by residents;

" One hundred and eighty eight apartments would be provided making a vital contribution to the sixty thousand new homes that are required over the next 20 years.

" A mix of one, two and three bedroom apartments, with just 14.5 per cent having one bedroom, providing apartments that would attract people to live over the long term, rather than a short term transient population;

" Large apartment sizes, (one beds range from 50 - 80 sqm; two beds range from 70 - 119.4sqm; and three beds range from 93 - 217 sqm), again attracting long term occupants and owner occupiers;

" Improving a public space within the City;

" Positively responding to the local character and historical development of the City Centre, whilst delivering an innovative and contemporary design that transforms the local context whilst retaining its significant components;

" Creating a safe and accessible public environment to enhance the local quality of life; and

" Providing sustained economic growth.

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

The upper terrace on the site has considerable archaeological interest relating to Manchester's Roman origins and the late 18th century Castlefield Basin manager's house that stood at 2-4 Chester Road. The applicant is committed to ensuring that the archaeological interests of the site are fully investigated and recorded and this should be secured via a condition on any approval.

Relationship to Transport Infrastructure

A Transport Assessment has considered the potential impact of the proposal on transport infrastructure and concludes that it would not have a material impact upon traffic and the network capacity. Conditions regarding the provision of highway signs to deter cars from attempting to turning right out of the vehicular drop off point onto Chester Road, a full travel plan, a servicing management strategy, a waste management strategy and a construction management plan should be attached to any permission.

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

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

There are no objections to the proposal from an aviation safeguarding aspect.

Architectural Quality

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

The proposal is for a tall, high quality building that would reinforce this gateway entry point to the city centre. It would positively contribute to the group of tall buildings that is emerging on this side of the City Centre, including the Owen Street development (which ranges from 37 to 64 storeys) the 47 storey Beetham Tower, the 35 storey building approved at Whitworth Street West, and the 27 storey Axis building also on Whitworth Street West, although, compared to these buildings, it would be relatively small. The faceted design of the buildings and the gap between them would allow views through the site as well as reducing their apparent bulk.

The buildings would sit on a red sandstone plinth, which would reflect the sandstone escarpment on the opposite side of the canal arm within which the canal basin sits. The main facades would be created from a stone grid with a vertical emphasis that reflects the vertical emphasis of the nearby heritage buildings, as well as the more contemporary buildings such as the adjacent Castlegate building. The main facades would be clad in a light coloured stone reminiscent of the Portland stone used on many of the City Centre's historic buildings, ensuring a high quality building, which acknowledges the rhythm and depth of reveals that is characteristic of buildings within Castlefield. The building would have a tri-partite subdivision that is traditional to Manchester buildings. A condition requiring samples of materials should be attached to any permission to control the quality of the materials. Given the above, it is considered that the proposals are of a high quality and would result in a landmark building that would complement its surroundings.

Sustainable Design and Construction

The application is supported by an Environmental Standards Statement and an Energy Strategy, which sets out how the proposed development would incorporate sustainability measures, including energy efficiency and environmental design. The proposed energy strategy is driven by the choice of materials, along with high quality design and construction standards to improve the energy efficiency of the buildings, and the proposal would accord with the energy efficiency requirements and carbon dioxide emission reduction targets within the Core Strategy Policies EN4 and EN6 and the Manchester Guide To Development Supplementary Planning Document

criteria. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development. The development would target compliance of 15 per cent beyond Building Regulation, Part L (through enhanced fabric measures), which is in line with Core Strategy Policy EN6. A site waste management plan would be adopted during construction. It is considered therefore that the design and construction would be sustainable.

Credibility of the Design

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

The design has been developed through a number of stages to deliver a viable development of the appropriate quality. The applicant has significant experience of delivering residential developments, having recently completed a number of such developments in Manchester and Salford. They are currently delivering residential schemes at Water Street and Owen Street, both of which involve tall buildings. The design team have previous experience of designing tall buildings and recognise the high profile nature of the application site and the requirement for design quality and architectural excellence. A significant amount of time has been spent developing the proposals and the scheme submitted for the planning application to ensure that it can be constructed and delivered.

Contribution to Public Spaces and Facilities

It is important that the development interacts positively with and contributes to its surroundings at street level. The proposed development would deliver a significant enhancement to the townscape in this part of the City Centre, bringing this vacant, closed off site back into use. The proposal would create buildings that address the Chester Road frontage, creating public realm improvements along this frontage with high quality materials. A high quality public realm would also be created at the towpath level, with improvement works undertaken between the edge of the built development and the site boundary and in areas where the towpath condition is poor or damaged by construction. Seating and planting would be designed into the fabric of the plinth. The development would provide two new pedestrian connections from Chester Road down into Castlefield Basin by providing two flights of publicly accessible steps (open to the public from dawn until dusk) at either end of the development, which would vastly improve permeability into the basin (access from Chester Road into the basin is currently very circuitous). Residential amenity space would be provided on top of the podium, which would be visible through the glazed concierge area of the buildings on Chester Road, and there would be views for residents over the basin and the wider Castlefield area.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes the consideration of issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time

appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

(a) Sunlight, Daylight and Overshadowing

The nature of high density developments in City Centre locations does mean that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way and planning permission has previously been given for relatively tall, high density buildings on this site.

A daylight and sunlight analysis has been undertaken, using computer software in order to measure the amount of daylight and sunlight that is available to windows in neighbouring buildings. The analysis makes reference to the BRE Guidelines 'Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice' (2011).

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

The baseline scenario for the sunlight and daylight assessment is a cleared site, which is uncharacteristic in a city centre context. Therefore, when assessed against this baseline, there will inevitably be some sunlight and daylight effects on neighbouring properties as a result of the development. The development would sit to the east of the gable end of the Castlegate apartment building. This building has a number of windows to apartments in its gable end, which sits just 3m from the site boundary. The proposed development would be positioned approximately 5m from the site boundary, giving a separation distance of around 8m. This would inevitably have an impact on daylight levels to the Castlegate apartments in that gable end, but it should be noted that the previous development that was granted planning permission on this site only left a separation distance of 4.1m. The assessment also looked at the impact of the development on Deansgate Quay, which lies to the east of the application site across Bridgewater Viaduct.

The assessment measured the impact on daylight using the Vertical Sky Component (VSC), which measures whether someone can view the sky from a line taken from the plane of the window, and the No Sky Line (NSL) method, which measures the distribution of daylight on a working plane (eg a desk) within a room.

A total of 102 windows serving 82 rooms were assessed for daylight in Castlegate, of which 120 (56 per cent) would meet the BRE criteria for VSC. For NSL, 116 (85 per cent) of the rooms would meet the BRE criteria. Overall, this is considered to be a relatively high level of BRE compliance for a City Centre location and the impact is considered to be minor adverse in significance. Within Deansgate Quay a total of 102 windows serving 82 rooms were assessed, of which 68 (67 per cent) would meet the BRE criteria for VSC. For NSL, 71 (87 per cent) of the rooms would meet the BRE criteria. Overall, the impact is considered to be minor adverse and therefore not considered to be significant.

Within Castlegate a total of 41 windows were assessed for sunlight and 30 (73 per cent) would meet the BRE criteria, with the impact considered to be minor adverse. Within Deansgate Quay a total of 28 windows were assessed for sunlight and 15 (54 per cent) would meet the BRE criteria, which is considered to be a minor adverse impact.

The impact on sunlight on the ground has been assessed and is considered to be acceptable. By placing the taller block (Block B) at the north eastern end of the site the impact of the proposal on overshadowing of the canal basin would be minimised, with most of the canal basin receiving sunlight throughout the afternoon and into the evening during the summer.

It is clear from the above, that there would be an impact from the proposed development on daylight and sunlight levels to the existing residential properties around the site. However, the impact of the development on sunlight and daylight is to be expected in a city centre context given that the BRE guidelines are designed to be applied to suburban residential environments. Indeed, if the BRE standards were to be applied rigidly then very little new development would take place within the City Centre. Whilst the analysis shows that the position would worsen slightly, this is not considered to be unusual or inappropriate in a city centre context and is acceptable.

Overlooking

Within the City Centre there are no prescribed separation distances between buildings, and City Centre developments are, by their very nature, more dense and closer together than in suburban locations. The site layout has been considered carefully in relation to adjacent residential properties, maintaining adequate separation distances between the new buildings and adjacent properties. As discussed above the closest properties to the proposed new buildings would be those in Castlegate, which are just 3m from their own site boundary. A separation distance of approximately 8m would be achieved, with bedroom windows, rather than living room window being placed in the gable of Block A facing the gable of Castlegate. The windows have been designed at an angle to give oblique clear views of the basin, but with obscure glazing to those windows facing towards the Castlegate development, thereby maintaining privacy. The proposed buildings would be approximately 28m away from the nearest windows within the Deansgate Quay development and approximately 22m away from the consented scheme on the Token House site adjacent to Deansgate Quay. This is considered to be adequate within this City Centre location and would not result in significant overlooking issues.

(b) Wind

A wind tunnel study has been carried out to assess the pedestrian level wind environment for the proposed development and including future developments. This has concluded that no mitigation measures would be required and that the proposal would therefore have an acceptable impact on the wind environment in terms of pedestrian safety and comfort.

(c) Air Quality

An Air Quality Assessment has been undertaken to assess the impact of the development on air quality at construction and operation stages. The construction process is expected to produce dust and increased emissions, with any adverse impacts during construction likely to be temporary and able to be controlled using mitigation measures included within best practice guidance. A condition requiring a Construction Environmental Management Plan (CEMP) should be attached to any approval to ensure that mitigation measures are carried out. The air quality assessment indicates that mitigation measures would be required to protect future residents from pollutant levels as the concentrations of pollutants are predicted to be above the air quality standard at the ground and first floors. The development would therefore need to have mechanical ventilation and a high specification of window tightness to suitable protect occupants from the pollutants outside, and a condition requiring this should therefore be attached to any permission.

(d) Noise and Vibration

An acoustic report has been submitted, which outlines how the premises can be sufficiently acoustically insulated to prevent unacceptable levels of noise from external sources such as Chester Road and nearby leisure uses affecting future residents. It is considered that, providing conditions are attached to ensure appropriate acoustic measures are put in place, the proposal would be acceptable in terms of noise and vibration.

(e) TV reception

A baseline Television Reception Survey has been carried out based on an assessment of key locations. The survey concludes that the development could have an impact on residential areas within 1 km of the site to the south east, which are reliant on Winter Hill for their transmission. A condition requiring a post-construction survey and any necessary mitigation measures should be attached to any permission. It is considered, therefore, that the proposal would not have a significant adverse impact on TV reception.

(f) Vehicle Movements

The impact of the proposals in terms of vehicle movements and impact on the highway network have been considered and there are no highway objections, subject to appropriate signs being installed on the exit from the drop off area and on Chester Road to ensure vehicles do not attempt to perform a u-turn around the central island arrangement, and subject to a designated demarcated refuse collection area within the private Old Deansgate entrance for both refuse vehicle and bins being provided. This is agreed by the applicant.

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

Contribution to Permeability

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

The site is currently vacant with a frontage to Chester Road and to the canal towpath within the basin but no access between the two. As mentioned above, access from Chester Road down into the canal basin is circuitous and unclear to those who do not know the area. The proposal would create two public sets of steps, one at each end of the site, which would provide access from Chester Road down to the canal side between the hours of dusk and dawn, improving permeability into Castlefield Basin. This would contribute to the City Council's long term aspiration of opening up the City's waterways and providing waterside links across the City Centre.

The site's permeability and legibility would be improved by the provision of two landmark buildings on what is currently a vacant site, with improvements to the public realm along the site's boundaries and visual enclosure to this part of the canal basin. It is considered therefore that the proposals would contribute positively to permeability, linkages and the legibility of the City Centre and wider townscape.

Provision of a Well-Designed Environment

The proposals include a high quality design. The wide mix of apartment sizes would ensure choice for a wide range of potential occupants helping to foster a mixed community within the area and wider city centre. Active spaces for residents would be provided, including a gym, spa, swimming pool and outdoor amenity space, helping to foster a sense of community. High quality materials are proposed for the buildings and public realm areas with high quality natural stone being used for surfacing materials and public seating areas being provided within the sandstone plinth. Whilst some trees on the site would be removed, these are not considered to be of a high quality and some new tree planting would be provided within the site, although, as space is limited, a condition requiring the details of replacement tree planting off site should be attached to any permission.

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

Waste Management

Each block would have tri-separating refuse chutes that residents would be able to gain access to from each floor, and which would enable residents to separate waste out for recycling. Bin storage would be provided within Basement Level 2, with two refuse stores provided beneath each block. Nineteen 1100 litre Eurobins would be provided for general waste, 10no. 1100 litre Eurobins would be provided for recycling of pulpable waste, 10no. 1100 litre Eurobins would be provided for recycling mixed waste, and the equivalent of four 240 litre Eurobins would be provided for food waste.

The Management Company would be responsible for moving the bins from the bin stores to the refuse collection point, which would be directly off Old Deansgate, at the entrance to one of the arches under Bridgewater Viaduct, adjacent to the existing collection point for Deansgate Quay. Collections would follow the existing refuse collection pattern for the existing buildings on Old Deansgate and the Management Company would ensure that the appropriate bins are brought to the collection point prior to and during the refuse vehicle's visit and are then returned to storage immediately afterwards. The bin storage and collection arrangements are considered to be acceptable and in this respect the proposal is in accordance with policy DM1 of the Core Strategy.

Full access and Inclusive Design

The proposal would provide level access into and throughout the buildings and throughout the residents' amenity area. A minimum of five per cent of parking spaces would be suitable for use by disabled persons. The proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

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

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

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. The Ecological Survey and Assessment reasonably discounts the potential for any adverse effects on protected species, namely badgers, bats, water voles, great crested newts and reptiles. However, the proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats through the installation of bat access panels and/or bat boxes and bird boxes and the details of these should be conditioned. The site has some areas of scrub and two groups of trees, which are proposed to be removed. It is accepted that these trees within the site can be removed but they should be replaced on a 3:1 basis. The proposal includes nine new trees and a condition should be attached to any permission requiring further replacement tree planting, which may be off site. There are a number of trees adjacent to the site, which are protected by virtue of being in the conservation area. It is considered that some pruning works to these trees can be agreed and that a condition should be attached to ensure that these trees are protected during the construction phase.

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

Ground condition reports have been prepared for the site, which indicate that the ground presents a low risk to end users and is regarded as fit for residential use. As there is the possibility that some contamination may exist on the site, a Contaminated Land Risk Assessment and Remediation Strategy has been submitted. It is recommended that a condition be attached to any permission to ensure adequate measures are undertaken to prevent risks from any unforeseen contamination and requiring a verification report following completion of site works.

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

Flood Risk

The Environment Agency flood maps show that the application site lies within Flood Zone 1 (low probability of flooding) and is within close proximity to the Bridgewater Canal, which lies within Zone 2. The site therefore has a low probability of river flooding (less than 1 in 1000 annual probability). It is considered therefore that, with appropriate mitigation measures as set out in the submitted Flood Risk Assessment, the proposed development is suitable for this site. The Environment Agency is satisfied with the measures put forward in the Flood Risk Assessment and a condition requiring the measures to be implemented should be attached to any approval.

Surface water flows would be restricted to ensure that they do not exceed the pre-development run-off rates, with the aim of achieving a 50 per cent reduction. An area within the basement has been allocated to accommodate an above ground tank for water storage attenuation to contain worst case scenario storms up to 1 in 100 year plus 30 per cent climate change. Conditions requiring surface water drainage works to be implemented and maintained should be attached to any permission.

Given the above, it is considered that the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policy EN14.

Objectors' Comments

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

Out of keeping with character appraisal of Castlefield given during Jacksons Wharf public inquiry - the public inquiry dealt with a specific site on the other side of the basin to this site. Historically, this site has not been developed with the type of development quoted from the public inquiry and previous permissions have accepted

a different response to the redevelopment of this site. The site has been vacant for nine years, with previous proposals to redevelop the site not coming to fruition. The current proposals have been designed to respond to the site and its surroundings, whilst delivering a high quality residential development, with apartment sizes well above Manchester's space standards and using high quality materials.

Reference to previous listed building on the site - In granting the previous approval for residential development on the site under planning reference 069206, the Planning and Highways Committee resolved not to take action regarding the loss of the Listed Building that previously occupied the site subject to the redevelopment of the site taking place in accordance with planning application 069206/FO/2003/C3. In doing so, the City Council has accepted that the site can be redeveloped in a way that does not replicate or have to make reference to the previous listed building that stood on the site.

Foundations jeopardising canal structure and foundations of listed chapel - this is a private matter for the developer to deal with and the applicant has stated that the proposal would not jeopardise the canal structure or the foundations of the chapel.

Canal elevation disappointing - A CGI of the proposal adjacent to the canal towpath has been produced, which shows an elevation that would be in keeping with the character of the canal basin, reflecting the sandstone escarpment on the opposite side of the canal arm, and providing seating and planting areas. Issues of flood risk within the basin preclude habitable rooms/commercial space being positioned directly off the towpath.

Should not use Beetham Tower and Owen Street as reference points for height - The site is not only seen in the context of Castlefield Conservation Area and the basin but it is a key site on a gateway route into the City Centre and is seen in the context of other sites when approaching the City, as well as though sites providing a backdrop to the site when it is views from within the conservation area. The heights of the proposed buildings have been accepted by Historic England and at an independent design review at pre-application stage led by Places Matter.

Housing needs should be on less sensitive sites - The principle of housing on this site has previously been accepted through the previous planning permission on the site. The use is in accordance with other uses within the area and local and national planning policy.

Consideration of the Barnwell Judgement - The proposal would have no direct impacts on listed buildings and the impact of the scheme on the settings of nearby listed buildings have been considered above and within the submitted application documents.

Previous owners objected to the Castlegate development - this is not relevant to the consideration of the planning issues relating to the proposal.

Proposal has sole aim of turning a profit for the developer at expense of the character and appearance of the conservation area - After several attempts to redevelop the site the current proposals represent a deliverable opportunity to

provide high quality new homes. The proposal has been designed to respond to the Castlefield Basin as well as the wider city context.

Building will become outdated/more sympathetic design required - The proposed buildings are of a contemporary high quality design which has reference to the historic environment as discussed in the report above.

Materials - The suitability of the proposed materials has been dealt with in the main body of the report. A condition requiring full details and samples of the materials should be attached to any permission to ensure they are acceptable.

A 20m gap was required between the Castlegate apartments and Middle Warehouse, and Castlegate and the docks - The gap between the two buildings mentioned ranges from 11m to 14m when viewed from the towpath. The gap between the proposed Block A and Castlegate is considered to be adequate in fitting in with the rhythm of buildings along this stretch of Chester Road and within the canal basin.

The Daylight and Sunlight report does not assess the impact on office space and the canal basin - BRE guidelines do not require offices to be assessed for daylight or sunlight and they are not considered to be a sensitive receptor to this. An assessment of the impact on the canal basin has been undertaken and the impact is considered to be acceptable.

Right to light - This is a private matter that would need to be pursued outside the planning process.

Access for emergency vehicles - Access would be maintained for emergency vehicles during both the construction and operational phases of the development.

Construction issues - A Construction Management Plan would be a condition of any planning permission. This would provide detail as to how the construction period would be managed by the contractor through measures such as the implementation of an Environmental Management Plan.

Security regarding the new steps from Chester Road - The two new flights of steps would be lit and would be publicly accessible between dusk and dawn. They would be gated at night to deter anti-social behaviour.

Reduction in property values - This is not a material planning consideration.

Lack of supporting infrastructure eg shop, dentist, doctors' surgery etc - The site is in an established area within the City Centre, in walking distance to shops and other services and facilities offered by the City Centre. It is also close to major public transport links, which provide access to further facilities and services within the surrounding area. It is considered that services such as doctors and dentists would locate to areas such as this, once a critical mass of population is there to support such services, as has happened in other parts of the City Centre.

Impact of Brexit - A viability appraisal has been prepared to support the application.

Finance check - The applicant has confirmed that funding is in place for the development, and Renaker has successfully delivered a number of schemes across Manchester and Salford, as well as schemes currently under construction, such as Water Street, Cambridge Street and Owen Street.

Conclusion

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

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

The proposal would bring this vacant, unsightly piece of land back into use and would create a development that would enclose the canal basin with a contemporary design that would complement the architectural ethos of the nearby historic buildings and would use high quality materials. Whilst it is clear that the development would have a significant impact on the character and appearance of Castlefield Conservation Area it is considered that, overall, the impact would be positive and that the proposal would enhance the character and appearance of the conservation area. Similarly, the proposal would have a significant impact on the settings of nearby listed buildings, but overall, this would not be to the detriment of those settings and the public benefits of the scheme would outweigh any harm caused. The development has sought to minimise potential for overlooking and loss of sunlight and daylight, and its impacts on existing properties in terms of these issues is considered to be acceptable in this city centre location. The proposal would regenerate an undeveloped site that currently has a negative impact on the area, improve the public realm and 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

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the developments, highway safety and the protection of trees.

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:

Site Location Plan L0001A; Proposed Basement Level -3 Plan L1000; Proposed Basement Level -2 Plan L1001; Proposed Basement Level -1 Plan L1002; Proposed Ground Floor Plan L1003, Proposed Level 01 Plan L1004; Proposed Level 02 - 05 Plan L1005; L1009 Proposed Level 06 Plan L1009; Proposed Level 07 Plan L1010; Proposed Level 08 - 09 Plan L1011; Proposed Level 10 Plan L1013; Proposed Level 11 Plan L1014; Proposed Level 12 - 18 Plan L1015; Proposed Level 19 Plan L1022; Proposed Level 20 Plan L1023; Proposed Roof Plan L1024A and L1050 Proposed Refuse Strategy; Proposed Elevation A - Chester Road L1600B; Proposed Elevation B - Castlefield Basin L1601C; Proposed Elevation C - NE Elevation L1602A, Proposed Elevation D - SW Elevation L1603B; Proposed Elevation E - Block B SW Elevation L1604; Proposed Elevation F - Block A NE Elevation L1605; Car Park Ramp Sections L1535A, Archway Entrance Detail Section L1536; Elevation Detail Study 1 - Typical Bay L1620, Elevation Detail Study 2 - Balconies L1621; Elevation Detail Study 3 - Block B Penthouse L1622A;

Elevation Detail Study 4 - Block A Penthouse L1623A, Elevation Detail Study 5 - Plinth Elevation L1624A; Elevation Detail Study 6 - Plinth Terrace L1625; Elevation Detail Study 7 - Podium Cladding L1626A; L1627A Elevation Detail Study 8 - Podium Entrance L1627A; Elevation Detail Study 9 - North Staircase to Basin L1628; L1629 Elevation Detail Study 10 - Viaduct Arches Parking Entrance L1629; Elevation Detail Study 11 - Chester Road Stone Wall L1630;
Z1-TPM-G710-P1-XX-2291 101 P3 Landscape Layout;
Tree Survey of 24/08/2016 Z1-TPM-G710-PI-XX-2291-102 P1;
Tree Retention, Removal and Protection Drawing Z1-TPM-G710-PI-XX-2291-103 P2;
Z1-TPM-G710-P1-XX-2291 201 P2 - Landscape Layout;
Z1-TPM-G710-P1-XX-2291 301 P2 - Landscape Sections;
Design and Access Statement, including Waste Management Strategy, by OMI Architects;
Landscape Design Statement by TPM Landscape Ltd dated September 2016;
Ventilation Strategy Report by DM Design Consultants Ltd dated June 2016 Revision 1;
Television Desk Study Assessment and Baseline Survey by Pager Power dated July 2016;
Environmental Standards Statement by Element Sustainability dated August 2016;
Ecological Survey and Assessment by Erap Ltd dated December 2015;
Residential Management Strategy by Castlefield Developments (Manchester) Ltd;
Crime Impact Statement by Greater Manchester Police, Version A: 01/07/16;
Archaeological Desk-Based Assessment by Oxford Archaeology North;
Archaeological Evaluation - Written Scheme of Investigation Version 1.0 by Salford Archaeology dated 11/07/2016;
Phase I Desk Study and Preliminary Contaminated Land Risk Assessment by GeoAssist Limited dated October 2015;
Phase II Contaminated Land Risk Assessment by GeoAssist Limited dated March 2016;
Phase III Ground Investigation - Geotechnical Report by GeoAssist Limited dated March 2016;
Drainage and Flood Risk Strategy by Booth King Partnership Ltd 12703 Rev P6;
Volume 1 Environmental Statement by Deloitte LLP;
Construction Methodology & Programme by Castlefield Developments (Manchester) Ltd;
Noise Impact Assessment by Resource & Environmental Consultants (REC) Ltd dated 15 February 2016;
Transport Assessment by SK Transport Planning;
Technical Note by SK Transport Planning dated 12 September 2016;
Technical Note by SK Transport Planning dated 23 November 2016;
Framework Travel Plan by SK Transport Planning;
Wind Microclimate Study by BMT Fluid Mechanics;

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) 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.

4) No development shall take place until the applicant or their agents or successors in title has secured the implementation of the programme of archaeological works set out below:

- a. A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation as set out in the approved Written Scheme of Investigation Version 2.0, prepared by Salford Archaeology (dated 1st December 2016)
 - (dependent on the above) archaeological excavation (defined by a new Written Scheme of Investigation)
- 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. A scheme to commemorate the site's heritage
- d. Dissemination of the results commensurate with their significance.
- e. Provision for archive deposition of the report and records of the site investigation.
- f. 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.

5) The development hereby approved shall not commence unless and until a Construction Environmental Management Plan (CEMP), including details of the following, has been submitted to and approved in writing by the City Council as local planning authority:

- *Hours of site opening/operation;
- *Community Consultation Strategy, which should include details of how and when local businesses and residents would be consulted on matters such as out of hours works;
- * A Site Waste Management Plan,
- * Air Quality Plan;
- *A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- *The parking of vehicles of site operatives and visitors;
- *Loading and unloading of plant and materials;
- *Storage of plant and materials used in constructing the development;
- *The erection and maintenance of security hoarding;

- *Measures to control the emission of dust and dirt during construction;
- *A scheme for recycling/disposing of waste resulting from construction works;
- *Details of and position of any proposed cranes to be used on the site and any lighting;
- *A detailed programme of the works and risk assessments;
- *Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan.

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

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

6) Prior to the commencement of development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development to include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. 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.

7) 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.

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

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

9) The development shall be carried out in accordance with the approved Phase II Contaminated Land Risk Assessment and Ground Investigation- Geotechnical

reports by GeoAssist Ltd, both dated March 2016, and a watching brief shall be undertaken during all earth works and construction activities.

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.

On completion of the development and before the development is first occupied a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

10) Before first occupation of any part of the development, highway signs, the details of which shall previously have been agreed in writing by the City Council as local planning authority, shall be installed on the exit from the vehicular drop off area on Chester Road and on Chester Road to ensure vehicles do not attempt to perform a u-turn around the central island arrangement.

Reason - In the interests of public and highway safety, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

11) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

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

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

07:30 to 20:00, Monday to Saturday,

10:00 to 18:00, Sunday/Bank Holiday.

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

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

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

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

Reason - In the interest of visual amenity.

15) The details of the approved scheme for the storage and disposal of refuse 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) The development hereby approved shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations and times, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

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

17) The proposed gymnasium hereby approved shall not be occupied unless and until its opening hours have been agreed in writing by the City Council as local planning authority. Those gymnasium shall thereafter not open outside the approved hours.

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

18) 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.

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

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

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

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

21) 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.

22) 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
 - o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
 - o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the

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

- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Capacity of inlet structures to deal with flash flood storm events and convey them into the on site attenuation should be assessed;
- ;
- o Hydraulic calculation of the proposed drainage system for 1 in 1, 1 in 30, 1 in 100 and 1 in 100 year plus 40% Climate Change.

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.

23) 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:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o 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.

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

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

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

25) 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.

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

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

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

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

28) The development hereby approved shall include a building lighting scheme for the period between dusk and dawn. Full details of such a scheme, including how the impact on occupiers of nearby properties will be mitigated, shall be submitted to and approved in writing by the City Council as local planning authority before the development is completed. The approved scheme shall be implemented in full before the development is first occupied.

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

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

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

b) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical

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

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

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

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

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

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

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

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

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

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

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

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: 113870/FO/2016 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:

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

Canal & River Trust
Greater Manchester Geological Unit

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

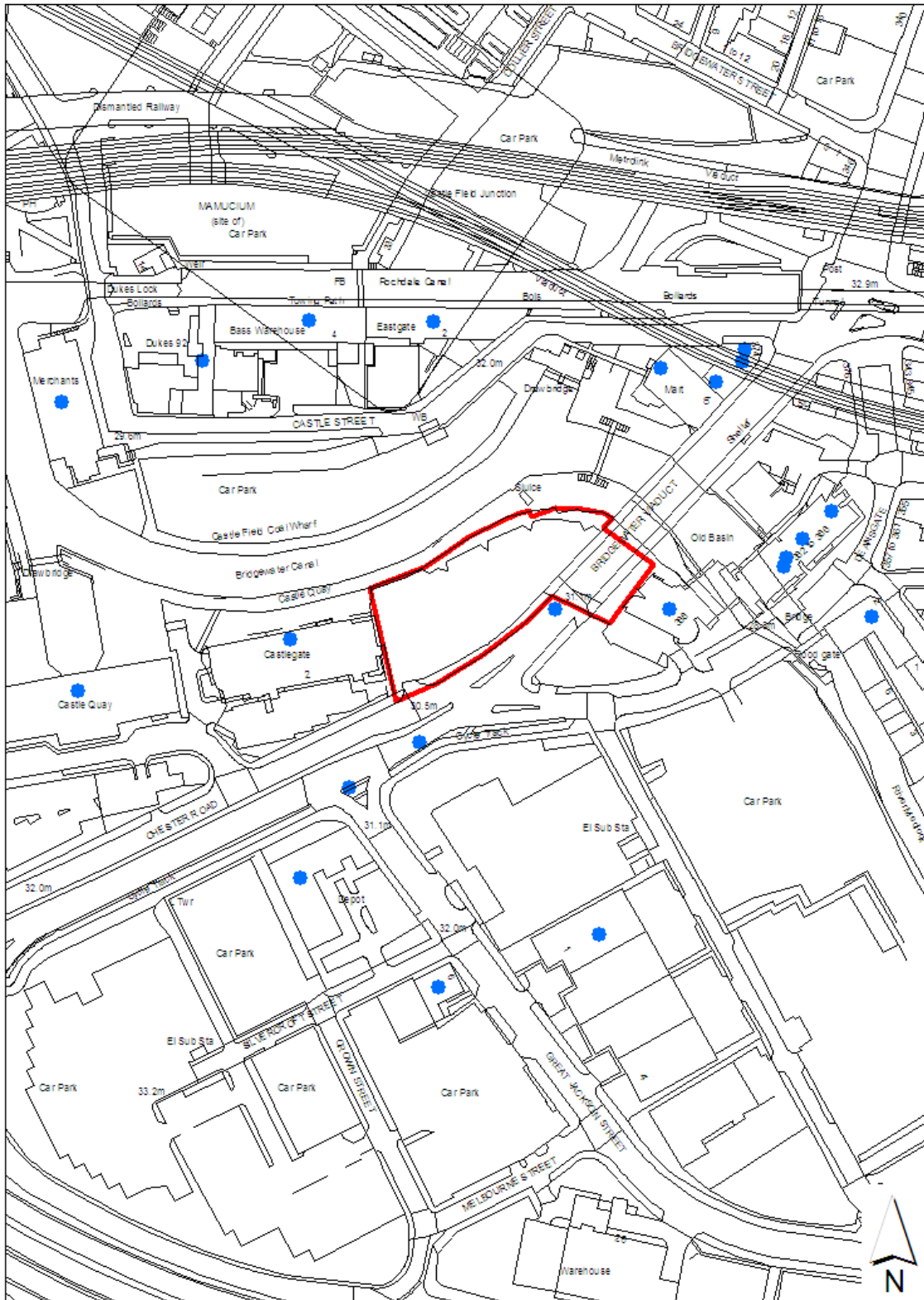
Representations were received from the following third parties:

Greater Manchester Ecology Unit
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
National Air Traffic Safety (NATS)
Natural England
Housing Strategy Division
United Utilities Water PLC
Address unknown
514 Castlegate, 2 Chester Road, Manchester, M15 4QG
508 Castlegate, 2 Chester Road, Manchester, M15 4QG
Flat 507, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 413, Castle Quay, Chester Road, Manchester, M15 4NT
Apartment 409, Castlegate Apartments, 2 Chester Road, Manchester, M15 4QG
Apartment 310, Castlegate Apartments, 2 Chester Road, Manchester, M15 4QG
Flat 2 Irwell House, 11 Slate Wharf, Manchester, M15 4SW
Flat 508, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 501, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 507 Castlegate, 2 Chester Road, Manchester, M15 4QG
Flat 505, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 205, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 404, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 402, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 403, Castle Quay, Chester Road, Manchester, M15 4NT
Flat 412, Castle Quay, Chester Road, Manchester, M15 4NT
Apartment 112, Castlegate Apartments, 2 Chester Road, Manchester, M15 4QG
Apartment 110, Castlegate Apartments, 2 Chester Road, Manchester, M15 4QG
Flat 503, Castle Quay, Chester Road, Manchester, M15 4NT
7 Bridgewater House, 5 Slate Wharf, Manchester, M15 4SW
101 City Gate, Blantyre Street, Manchester, M15 4JU
36 Moorland Grove, Smithills, Bolton, BL1 5RX
506 Middlearehouse, Castlequay, Manchester, M15 4NT

Flat 503, Castle Quay, Chester Road, Manchester, M15 4NT
Apartment 95 Citygate, 1 Blantyre Street, Manchester, M15 4JU
201 Asia House, 82 Princess Street, Manchester, M1 6BD
318 Timber Wharf, 32 Worsley Street, Manchester, M15 4NY

8 Ship Canal House, Slate Wharf, Manchester, M15 4SX
6 Dower Close, Knotty Green, beaconsfield, HP9 1XZ
4009 Beetham Tower, 301 Deansgate, Manchester, M3 4LX
37 Potato Wharf, Manchester, M3 4BD
311 vicus, Castlefield, Manchester, M34aq
Flat 101, Deansgate Quay, 382 Deansgate, Manchester, M3 4LA
319 Vicus, 73 Liverpool Road, Manchester, M3 4AQ
apartment 95 citygate, 1 blantyre street, manchester, m15 4ju
Castlefield Estates, Eastgate, 2 Castle Street, Manchester, M3 4LZ
Bridgewater Canal Company, Peel Holdings (Land And Property) Limited, Peel
Dome, Intu Trafford Centre,, Manchester, , M17 8PL
Apt G03, 37 Potato Wharf, Manchester, M3 4BB
Apartment 1102, 1 Kelso Place, Manchester, M15 4LE
Cob Manor, Green Lane, Grindleton, BB7 4RL
Apt 309 Castlegate, 2 Chester Road, Manchester, M15 4QG
9 westpoint, 3-9 duke st,, manchester, m3 4nf
Apartment B01, Castlegate, 2 Chester Road, Manchester, M15 4QG
Castlefield Forum, Flat 7 Rochdale House, Slate Wharf, Manchester, M15 4SX
Saul Hay Fine Art, 33A Collier Street, Castlefield, M3 4NA
509 Castlegate, Manchester, M15 4QG
Apt 4/3, 1 Rice Street, Manchester, M3 4JL
Apartment 49 Worsley Mill, Manchester, M154LG
Manchester YMCA, Liverpool Road, Manchester, M3 4JR
615 Moho Apartments, Manchester, M15 4FQ
10 Rozel Square, Manchester, M3 4FQ
Castlefield, Manchester, m15
Apartment 49, Worsley Mill, 10 Blantyre Street, M15 4LG
B02 Castlegate, 2 Chester Road, Manchester, M15 4QG
85 Dean Road, Cadishead, M44 5AJ
212 city gate, Manchester, m154eg
4009 Beetham Tower, 301 Deansgate, Manchester, M3 4LX

Relevant Contact Officer : Lucy Harrison
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 Application site boundary  Neighbour notification
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