

Application Number	Date of Appln	Committee Date	Ward
114146/FO/2016	27th Oct 2016	9th Feb 2017	City Centre Ward

Proposal Redevelopment of the site for a residential building (Class C3) with ground floor commercial uses (Class A1, A2, A3, A4, B1,D2 (Gym and Cinema) varying in height from 7 to 10 storeys to provide 183 apartments (8 x studio, 48 x 1 bed, 125 x 2 bed and 2 x 3 bed) with associated landscaping and other works following demolition of existing structure and artwork at junction of Tib Street and Church Street

Location Surface Level Car Park Site Bounded By Tib Street, Church Street, Joiner Street And Bridgewater Place, Manchester

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Site Description and Planning History, Background and Context



The application site comprises 0.28 hectares and is bounded by Tib Street, Church Street, Joiner Street and Bridgewater Place located within the Smithfield Conservation Area and the Northern Quarter. It is directly to the rear of the grade II listed Rylands (Debenhams) Building and is used as a 93 space surface level car park.

Historically, the site was entirely occupied by a number of buildings, including the Rylands & Co. Warehouse, which were demolished in the early 1990's. The site is cleared, except for a retained building remnant and retaining wall at the junction of Tib Street and Church Street which supports a piece of artwork designed by David Kemp. This corner wall was retained when the original buildings were demolished in to provide a context for the redevelopment of the site. There are currently 11 no. trees around the perimeter of the site

The site is at a transition between the Commercial Core and the Northern Quarter, the latter of which contains independent retail and leisure outlets and is noted for its cultural offer.

There are a variety of uses in the surrounding area including: digital, media and technology-based companies; creative and cultural industries; an established residential population that has grown over the past 15 years; more traditional offices, hotels and serviced apartments, retail units and a number of mainly independent bars and restaurants. There is an NCP multi-storey car park on the opposite side of Church Street. Immediately opposite the site on Tib Street is Affleck's Palace, a former department store which has been turned into a multi-storey indoor market for alternative clothing and other related goods.

There are residential developments adjacent to the site including 4-6 Union Street (13 units owned by a Housing Association), 25 Church Street (80 units), 23 Church Street (Conran Building 49 units, junction of Church Street and High Street) and Pall Mall House (169 units on the opposite side of Church Street).

Buildings to the south and west are generally of a larger overall scale than those to the north. Building heights in the vicinity vary from the 7 storey Debenhams building, Afflecks Palace at 5 storeys, The Birchin at 9 storeys, The Lighthouse/ Pall Mall at 15 storeys to 20 storeys and 25 Church Street at 9 storeys. Buildings along Church Street generally reflect a transition in scale between different parts of the Conservation Area from that of the commercial core to the smaller scale typical of other parts of the Northern Quarter. The site is close to all forms of public transport at Piccadilly Gardens, Victoria and Piccadilly train stations and Shudehill Interchange.

Planning Permission was granted for the erection of a seven to nine storey building, comprising 192 apartments with Use Classes (Class A1, A2, A3, A4, B1, D2 (Gym and Cinema) restaurant; non-residential institution and assembly and leisure) on ground floor with 2 levels of basement car parking (ref. no. 069870/FO/2003/C1), in March 2007. Conservation Area Consent was granted at the same time for the demolition of the retained corner of the Rylands & Co Warehouse building and the removal/relocation of the artwork on this structure (Application reference 070800/CC/2004/C1). An application for an extension of the time limit for the implementation of these applications was subsequently approved for a period of 18

months in October 2010 and subsequently expired in April 2012 (092580/REP/2010/C2). The proposed scheme is similar in nature and scale to that previously approved.

Description of Development

Permission is now sought for the erection of a 7 to 10 storey building comprising 183 apartments (Class C3), with ground floor commercial uses (Class A1, A2, A3, A4, B1, D1, D2 (Gym or cinema use). It would provide eight studios, 48 one bed, 125 two bed and 2 three bed apartments. The proposal would include the removal of the structure and artwork at junction of Tib Street and Church Street. The ground floor accommodation would provide 4 commercial units (1348 sqm (gross).

The development would be 9 storeys along Church Street, Tib Street and Bridgewater Place, with a substantially set back 10th storey (between 5.5m and 8.8m). On Joiner Street there would be a reduction step the massing along the centre of this elevation to create the 7th floor residents roof garden. All apartments would have sliding Juliette balconies. The development would include communal spaces at levels 1 (inner courtyard) and 7 (residents roof garden) and on the 10th floor penthouse private gardens would be provided. The proposed development would include 370sqm of PV panels on the set back roof above the 10th floor.

The building would be constructed in rainscreen cladding system which would have Flemish bond brick slips on floors 2 to 9 with aluminium powder coated cladding to separate windows at floor 9. The principle material at ground and first floor would be polished granite and on the 10th floor frosted glass rainscreen cladding. Windows above ground floor level would be aluminium framed. The window reveals would be recessed by 225mm, equivalent to the depth of a brick, to create deep modelling to the facades. The principle materials to the internal lightwell / set back area to Joiner Street would be white brick slips.

The ground floor shop front treatment would comprise large areas of laminated frameless planar glazing with 10mm thick silicon joints. The submitted drawings indicate a signage zone comprising signage hung from an internal bulkhead.

At its highest point the building would be 35.2m to the penthouse parapet. This is approximately 6m higher than the previously consented scheme at the maximum point. This is as a result of providing higher internal floor to ceiling heights as set out in the Manchester Residential Quality Guidance, to accommodate a roof level parapet to screen proposed solar PV panels and the inclusion of an additional storey of penthouse apartments.

The main entrance would be from Tib Street. Pavement widths would be increased on Church Street by 40mm to 4.37m (min), on Tib Street by 1.30 m to 3.56m (min), on Bridgewater Place by 1.50 (min) to 2.7m (min) and Joiner Street 0.50m to 1.47m (min).

Internal risers would be integrated within the building and separate provision is identified for each ground floor commercial unit. No new vehicular ingress or egress points are proposed.

A short stay loading bay / drop off point would be provided on Joiner Street for residents, commercial units and refuse collection at the building. This would be accessed off Church Street with egress via Bridgewater Place and Tib Street. 184 secure cycle spaces are proposed within a dedicated ground floor storage area accessed from Joiner Street. This would equate to 35% provision per bedroom and one space per unit. The applicants would provide secure car parking for residents within the adjacent NCP multi storey car park through contract parking (they have committed to securing 60 spaces) and discounted rate season tickets.

Other back of house facilities would be provided within the ground floor including a sub station, a plant room and a bin store would also be located on this level. Each floor would have a local bin room with the main refuse store for the residential and commercial accommodation located within the ground floor, connected to the upper floors via a lift. Waste would be split into the following bins and would be collected twice weekly:

Blue - Pulpable material (recycled) - paper, cardboard, tetrapak etc
Brown - Co-mingled material (recycled) - glass, cans, tins, plastic etc
Green - Organic waste (recycled) - food stuffs etc
Black General waste (non-recycled) - all non-recyclable

The total number of bins serving the development have been calculated from guidance provided in City Council document 'GD04 Waste Storage and Collection Guidance for New Developments V2.00 -0 Citywide Support - Environmental Protection (September 2014).

Calculations:

10 General waste bins (1100l bins)
5 Mixed recycling bins (1100l bins)
5 Pulpable recycling bin (1100l bins)
2 food waste bins (240l bins)
4 Retail Bins (1100l Bins)

Continual management of waste storage would be completed by the residential management company. Each residential floor would have a small bin room located next to one of the stairs. Residents would discard rubbish on their floor for the building manager to regularly collect to take down to the main bin store. Refuse would be collected from the site on a twice weekly basis.

The applicants have submitted a statement which outlines how they would actively encourage independent bars, cafes, restaurants and small retail operators to occupy the commercial space as they believe that this would enhance the attraction and value of the residential units.

The apartments would be sold on the open market and a dedicated management company would be established. A draft Residential Management Strategy has been submitted which addresses secure access, the 24 hour staffing of a concierge desk, upkeep of communal areas and the co-ordination of waste storage and disposal.

The development of the site as submitted would necessitate the removal of all of the 11 trees on the site. The proposals include the provision of 17 native species street trees.

The Site is located in a low flood risk area (Zone 1).

In support of the application the applicants have stated that the following range of benefits would be provided by the development:

- The proposals seek to promote a residential-led development in a high quality building which will encourage multiple benefits from land that has been previously developed (brownfield land) and is not of a high environmental value.
- It is notable that planning permission has previously been granted on the site for a residential development similar in nature and scale to the one proposed as part of this application.
- Conservation Area Consent has also previously been granted for the demolition of the Tib Street Horn structure on the site.
- The proposals will deliver much needed housing development in Manchester totalling 183 new units, along with 1,348 sqm of commercial floorspace that will provide employment opportunities.

CONSULTATIONS

Publicity – The occupiers of adjacent premises were notified of the application. The development was advertised in the local press as a major development and affecting a conservation area and site notices were placed adjacent to the site. A further 10 day notification took place following the submission of additional data and analysis in relation to the impacts of the development on current levels of sunlight / daylight and overshadowing at affected adjacent properties.

103 letters of objection have been submitted 46 of these object primarily to the removal of the existing artwork on the corner of the site.

The objectors raise the following issues: They believe that the proposals are contrary to the Core Strategy policies CC8, EN6, EN8 and EN9 as well as SPD ' Guide to Development in Manchester' (New developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects such as microclimatic ones' and that ' in established residential areas, significant variation in height might not be appropriate')

1. The proposal has been rushed and is not fit for purpose. The site needs development, however given its prominent location in the centre of Manchester, marking the entrance to the Northern Quarter, it must do more to capture the cultural value of the area and make it an exciting architectural landmark, like the Tib Street Horn. This would have been made clear to the

- developers had a proper and thorough public consultation been carried out before the design stage;
2. The proposal is unacceptable in terms of scale, lacklustre design and impact on existing surroundings;
 3. It is not an appropriate response to context and the proportions of surrounding buildings, nor would it provide the quality of development required by policies within the Core Strategy. It would tower over other buildings in the area such as 25 Church Street and would be entirely out of the character, to the detriment of the local environment;
 4. It would be soulless and out of keeping with the current look and feel of the Northern Quarter having little aesthetic similarity to the surrounding architecture, whilst being unimaginative and non-distinct from similar façades elsewhere in the city such as Tariff Street and Vimto Gardens;
 5. Compared with the previous approval which was a much lighter reflective material, the proposed development would give Church Street a gloomy canyon-like appearance;
 6. This design is boring and should be more exciting! Development in the Northern Quarter should be innovative, something that is to lead Manchester forward in terms of architectural significance and style. The proposal shows total disregard for its surroundings;
 7. By utilising the whole footprint of the plot, and varying between 9 and 10 storeys the proposed development at 10 storeys would be 3 storeys higher than the recommended maximum for this part of the Conservation Area. The plans are out of keeping with the surrounding prominent buildings, including the notable Affleck's Palace, and would subsequently be very detrimental to the area. Joiner Street, Tib Street and Bridgewater Place are narrow streets and are already very dark; such massing as suggested would accentuate this further, changing the overall feel of the area. The Heritage Statement submitted as part of this application acknowledges "the prevailing building height is generally 4-5 storeys", which demonstrates the inappropriateness of the scale of this development;
 8. The eaves of the proposed building at 9 storeys would be 60% higher than the Affleck and Brown building to the east at five storeys and over 3 times the height of the Unicorn Hotel Pub which addresses the corner of Joiner Street and Church Street immediately to the west and therefore the scale of the development would not relate to its immediate neighbours. Consideration should be given to stepping the form back at the upper levels to Church Street or at the corners to Tib Street and Joiner Street;
 9. The building looks very similar to many other recent developments across the city but the Northern Quarter is not the same as the rest of the city. Its buildings should display some unique flare, and be thought provoking with

artistic merit, reminiscing the murals that adorn the walls of Stevenson Square for example;

10. The submitted elevational drawings do not accurately depict the context of the development;
11. The application drawings show that the proposed development would make use of the entire plot with no ground floor landscaping or alternative open spaces. This, coupled with the narrow nature of Joiner Street, would amount to the area being overly high density and the proposed development would be overbearing;
12. The appearance would be similar to that of an office block which would be inappropriate contextually in terms of the character of the conservation area;
13. Manchester prides itself on not being a city of high rises, the Northern Quarter in particular. The view that some residents currently see is a sea of buildings of all shapes and sizes interspersed with patches of trees, and even bits of green, trailing off into the Manchester suburbs and eventually, on a clear day, the Pennine hills beyond them. This mishmash of old and new and changing things as and when they need changing is how Manchester and the Northern Quarter have thrived. A built from scratch behemoth in the middle of all this would not only obscure the view but surely ruin it irreversibly;
14. The redevelopment of the city centre is resulting in too many buildings being constructed that will date the image of the city adversely in just a few years time. In the plans for this development the Joiner St Elevation drawing stands out as the epitome of what the people of Manchester don't deserve;
15. The proposed development would also obscure the relatively new Affleck's Palace tree sculpture as well as their iconic mosaics;
16. The proposed corner treatment is featureless and would not respond well to the well considered corners of the Smithfield and Affleck's Buildings;
17. The building would not be in keeping with the size of other buildings in the area;
18. Joiner Street will just be used a "trade" street which would create a poor environment to the entrances of adjacent residential properties;
19. This proposal does not reach the required quality standards outlined as an aspiration in the D&A Statement with plans for room layouts showing a standard 2 person sharer model typical in the PRS market, standard resident amenities and cladding that is unlikely to wear well in Manchester's climate, leading to premature ageing.

Impacts on Amenity

1. The construction of the development would generate a great deal of noise and dust pollution which will require apartment windows closed during the construction process which would be an inconvenience to adjacent residents

- in addition to the 2 years of on going roadwork's that they have already had to endure;
2. Adverse impacts on current residents outlook would decrease the quality of day to day lives for adjacent residents;
 3. Church Street is busy enough and is a predominately residential area that is now being overtaken by commercial entities this is just not sustainable or fair to residents;
 4. Adding more cafés / restaurants/ bars and associated nuisance would further impact on the environmental quality of the Northern Quarter and negatively impact on the quality of living for existing long term residents of the area; The permission should be limited to classes A3, B1 and D2;
 5. Current developments of bars, restaurants & coffee shops have transformed the area into a noisy, dirty, congested & polluted area. The proposed development will add to this harmful effect on our local wellbeing, unless it was designed in an totally different environmentally friendly way;
 6. The current design includes access to bin storage and a plant room directly opposite the entrance to The Birchin on Joiner Street. There are concerns about the prospect of rubbish being left on the pavement opposite the front door in terms of visual impact, smells and increased vermin, as well as difficulties with access for refuse wagons;
 7. Joiner Street is often blocked with cars parked with disabled badges both on the street and on the pavement and we have sometimes struggled with deliveries to our apartment for this very reason;
 8. There are concerns about the potential for fumes and noise arising from the plant room;
 9. The smell from the bin stores will create a poor environment for adjacent residents with unacceptable impacts on air quality from odours;
 10. Due to proximity, noise from this development would be audible in adjacent apartments;
 11. There are concerns at the noise level that would be emitted by tenants from the garden in such close situation to bedrooms particularly during the summer months. The submitted Residential Management Strategy does not give any details as to how such a communal space would be run to prevent such issues.

Effect upon living conditions of existing residents of Pall Mall and Birchin and Smithfield Buildings / Daylight, sunlight and overshadowing impacts

1. The significant overshadowing that would result from the development is downplayed in the visual material submitted with the application and a large number of properties would have a huge reduction in natural light;
2. The development would be contrary to the 'Guide to Development' SPD which states that 'it is important that new developments' are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects such as microclimatic ones';
3. Just because a property is in a City Centre location does not mean that developments on adjacent sites should be able to block out peoples light and reduce privacy to unacceptable levels;
4. A 9 or 10 storey building would reduce the natural light into the apartments below the 9th or 10th floor significantly within The Lighthouse;
5. 15% of windows on the Birchin will not have sunlight levels which meet the acceptable criteria. Reference is made to small improvements compared with the previous development which attained planning permission in 2007 (extended to 2010) but in many cases the impacts are worse. This is not suitable as that planning permission was granted almost 10 years ago and relates to a building which has not been constructed. Additionally, planning policy in the city has changed significantly since then, with the adoption of the core strategy, and the fact that modernization of building designs has occurred. The assessment should be solely in respect to current lighting levels and nothing else;
6. The comparison of impact with the previous application is meaningless as it was granted before the development of the Birchin, The Lighthouse and Pall Mall developments, the negative impact on multiple new home owners in the area needs additional consideration;
7. The proposals should be rejected due to the level of failures to comply with the minimum standards required for daylight , sunlight and skyline issues;
8. The baseline light level chosen for the light evaluation of this proposed 10 storey building is inappropriate based on a comparison with a hypothetical 9 storey building given planning permission in 2006, 2 years before the buildings to the North West of the site were completed. This is a major change to the context and surrounding conditions of the development site. The negative impact on multiple home owners today requires additional consideration for this development, instead of assumptions that a new proposal which is only a 'little bit worse' than the 2006 approved plan is appropriate. Any new development should reasonable be expected to take into account the quality of life and adverse effects on 'new' residents that are now part of the surrounding site. In view of the changed situation, the appropriate baseline for light evaluations of the surrounding properties should be the setup of the site

as it has existed for decades - a ground level car park. (Otherwise, by continually ratcheting up the height of the application, no light evaluation would ever be failed.);

9. The development should be designed in accordance with the current sight lines and heights rather than blotting out light from and overlooking a substantial number of flats in 25 Church Street;
10. This proposal will cause great harm to existing residents in both The Lighthouse and The Birchin flats which face directly onto the existing Tib Street car park. The windows facing the car park are the only source of natural light for the flats. The height and proximity of the proposed development to the existing flats means that almost all of the natural light which they currently receive will be blocked;
11. No assessment has been made of the impact of the proposed development on daylight and sunlight availability at 25 Church Street;
12. The Daylight and Sunlight Assessment is misleading as it assumes “a standard 4.2m deep room” (page 5); the unusual layout of the apartments due to their being in a converted building means the majority of rooms are much longer than this. As such, the loss of light is much more severe than suggested. Reducing any of this natural light will result in some of the rooms in this apartment becoming unusable;
13. The lack of consideration that has gone into the Assessment is further evidenced by no assessment being undertaken on the apartments in Pall Mall House, which overlook the proposed development site from above the Unicorn;
14. The Birchin was built in 1936 and has stood with uninterrupted access to daylight since that point (80 years). This planning proposal proposes to block and remove that longstanding access to daylight which the residents of the building rely on as their only source of daylight;
15. The daylight analysis included in the planning application shows that for a number of flats the proposed development will cause a 100% decrease in available light in the winter and an annual loss of 90%. It cannot be acceptable for a new development to cast existing residents into near perpetual darkness. These are the only windows to the existing apartments and they will be almost completely blocked;
16. Existing residents will lose almost all of the natural daylight to their apartments which raise serious health concerns. Aside from the emotional benefits, daylight has been shown to have a significant impact on health;
17. A resident who suffers from Seasonal Affective Disorder (SAD) states that it is important that they get as much natural daylight as possible. As such the proposed development will have a large negative impact on my personal

- health and wellbeing. This reduction in natural light could lead to me requiring medication to cope the effects of SAD;
18. The obvious impacts on daylight levels from the development and also the one proposed at Red Lion Street are unacceptable;
 19. Smithfield Buildings will suffer irremediable damage through a substantial loss of natural light;
 20. The proposed building of 9 to 10 storeys will place Smithfield Buildings in the shade. The Church Street facade design looks like it will consist of matt opaque materials; perhaps if the facade was made of steel & glass instead these materials would reflect natural light & sunlight better, as in the close by tall "Light House" building in nearby Joiner Street;
 21. A resident is extremely concerned about the reduction in light to their apartment, as the roof height of the proposed development will be 5 to 6 storeys above their apartment level and will only be approximately 6 metres away from the front of their building. The light assessment included with the planning application state that they will suffer a 58% loss of light through their living room window, and a 62% loss through the bedroom window. They fail see how this is considered acceptable. They also note that apartments on lower floors of our building and the building next door will be even more severely affected;
 22. No results have been shown for the impact on sunlight and daylight in the second floor apartments in The Lighthouse;
 23. The additional light assessments make even clearer the detrimental effect that the proposed development would have on surrounding buildings;
 24. For some apartments the impacts will be worse than the previously approved development which is unacceptable;
 25. In terms of building design no consideration has been given to the impact on the light levels of neighbours that would result from this development;
 26. Some apartments in the Lighthouse have only 3 windows and the two on the side to each bedroom are already barred of light because of an adjacent block and the only window allowing light would also be barred by the proposal. The occupants of these apartments would also have no privacy at all with views from the proposed block straight into our kitchen diner / lounge. The proposed building is not office but residential and this means even at night you would have no privacy as there will always be people with a grandstand view of your living room;
 27. The revised information states that a number of surrounding windows and rooms will experience gains in daylight and sunlight but this is suggestive that overall the impacts are less where in fact many other windows and rooms would be subject to greater levels of impact; There is no complexity to the site

and the proposed development is just too large hence the level of adverse impact;

28. All daylight statements/studies submitted in support of the planning application are extremely misleading. They never refer to/demonstrate outcomes of a daylight study for the current situation in 2016. There is only a small half page summary in the latest submission and this demonstrates that more than 50% of neighbouring habitable windows/rooms will be non-compliant based on the proposed development taken on its own merit. The daylight study submitted uses a non-existent building mass from a previous planning application (more than 10 years old), which was not implemented, as a baseline;
29. Using a previously consented scheme as a baseline for a further 20% reduction is not accepted practice and would set an unacceptable precedent as successive applications would be used to justify repeated incremental reductions at this level.

Impacts on Privacy

1. This is an unacceptable loss of privacy. Good development guidelines suggest a 'minimum' of 21m + (3mx4storeys) = 33 metres distance between habitable room windows on the public or street side of dwellings some new habitable rooms will be just 7 metres from adjacent properties;
2. The obvious impacts on privacy from the development and also the one proposed at Red Lion Street are unacceptable;
3. Impacts on privacy would be contrary to Article 8 of the Human Rights Act (Britton v SOS). This makes provision for substantive rights to respect for private and family life the right to peaceful enjoyment of all my possessions, which includes my home and encompasses surroundings. New residents would be able to see directly onto the balconies in adjacent properties and residents will be able to see onto the balconies within the proposed development;
4. The design of the proposed development does not afford adequate privacy for the occupants of adjacent residential properties;
5. The proposed building would also restrict the use of adjacent balconies due to impacts on privacy;
6. The proposed development scheme contains a residents' amenity garden situated on the 7th floor which will be situated approximately 10 metres from the 1 metre deep balcony of adjacent balconies, off which are main bedrooms and kitchen/living room. This would significantly impinge on rights to privacy;
7. The architects have not thought through the overlooking issues which are going to occur primarily on Joiner Street. Joiner Street is not a wide road and so bedroom, bathroom and living room windows are going to be in close proximity with potentially tens of different properties able to see inside. This is

going to seriously impact the privacy and living quality of all residents whose rooms face onto Joiner Street. The development would condemn adjacent properties to a permanent lack of privacy due, this would be exacerbated by the fact that many adjacent apartments have full height floor to ceiling windows;

8. The design of the proposed development does not afford adequate privacy for the occupants of The Birchin building or of adjacent residential properties, particularly with regard to their right to the quiet enjoyment of garden amenities and balconies;
9. Windows in some apartments will be approximately 7m from the windows in the new development so there would not be any sort of privacy. The existing flats residents will have to close the curtains and block out whatever little natural light there is in order to not be clearly visible from the proposed development.

Traffic, Highways and parking provision

1. The proposals would cause traffic congestion to be even worse that it already is;
2. It is not clear how and where construction vehicles and staff would gain access to the site for unloading and parking without causing a highway hazard or inconveniencing neighbours;
3. The loss of the car park will have an adverse impact on parking provision for existing residents who do not have on site parking spaces as this is the only 24 hours car park in the area;
4. In terms of parking provision the submitted supporting information references the parking bays available on Bridgewater Place that can be accessed by residents. Those spaces are never available and are in an extremely unsafe place to be walking as a single female in the hours of darkness;
5. Church Street is now a major bus route, and the development process would have a severe affect on commuters, school children and locals;
6. The proposed site of development is small, contained and very difficult to access with large construction vehicles with no road frontage so there needs to be consideration about how and where construction vehicles and staff would gain access to the site for unloading and parking without causing a highway hazard or inconveniencing neighbours;
7. It would be desirable for residents of the proposed development to have an underground car park for ease of access to their cars. It would also ease congestion on nearby NCP Church Street Car Park (entrance opposite Smithfield Buildings Tib Street side) which may be used more by existing residents when this existing car park is redeveloped;

8. The development would result in more traffic being generated in the area which would adversely affect the quality of life for local residents;
9. Any closure of the car park would result in havoc to people who already live in the area and own cars and use this car park;
10. The proposals would remove highly used outdoor parking facility and as such be contrary to Core Strategy Policy CC5 which outlines the requirement to justify reduced parking measures.

Crime and disorder

1. The design of the proposed development is such that it could create a dangerous space for residents of The Lighthouse and The Birchin whose front doors will essentially open out onto a potentially dark and not well used street. What measures will be put in place at the build stage to help with ensuring the safety of the street? For example security lighting, perhaps lighting on the side of the building to discourage lingering in dark corners?
2. Joiner Street is a rather narrow, one way street without any of its own street lighting. Should this development go ahead I would be concerned that the street could end up somewhat like nearby Bridgewater Place and Birchin Lane which are dark and intimidating to a degree at night. Entrance areas to buildings should not be situated in such an environment which at times feels unsafe;
3. The removal of this car park will put personal safety at risk as it means adjacent residents would have to park away from their property;
4. There should be Health and Safety concerns about the proposed development due to recent issues with adjacent sink holes at the site a few months ago. This combined with the geological fault lines that run through the city centre and with a diverted underground river (the Tib) which historically ran the length of Tib Street. Such issues could impact on the structural integrity of adjacent buildings;

Other Issues

Loss of Tib Street Horn

1. The artwork should be retained by setting the building back with a chamfered corner;
2. The Horn is an integral part of the whole idea of the cultural prestige and international appeal that the Northern Quarter represents and one of the cornerstones of Manchester's credibility and its evolution;
3. Although not listed the horn should be given weight as part of the City recent History;

4. The proposals would destroy a popular Northern Quarter and Mancunian Landmark stripping character from one of the City's most vibrant areas and the development should be adjusted accordingly to allow its incorporation;
5. The design evolution contained within the Design and Access Statement has not even contemplated keeping the Tib Street Horn on the site. The fact that the City Council are to put it in storage on behalf of the developer is infuriating as tax payers' money should not be spent on putting this sculpture into storage, when they helped pay for it to be located there in the first place;
6. The submission explains how the removal of the Tib Street Horn will be offset by the relocation of the structure, however no plan or suggestion for when, where or how this may take place has been presented. Thus, it is impossible to establish if this relocation will fulfil the promises of the developer in maintaining its communal value;
7. Any relocation would render it out of context as this was meant to signal the gateway to the Northern Quarter;
8. The Northern Quarter is supposed to be a place that celebrates creativity and art and the removal of the Horn will create a dangerous precedent that will undermine the area's tourism offer;
9. Public art is often overlooked in terms of the contribution it can make to people's well being and happiness;
10. The developers need to be more sensitive to the creative history of the area;
11. There are many alternative vacant plots in the City that could be developed and allow the sculpture to remain, tourists come to Manchester in search of the extraordinary, the beautiful and historical not bland buildings;
12. Important artwork and green spaces are being more and more eroded by apartment developments;
13. It is wrong to destroy a much loved and historic artwork for the sake of a few square feet of real estate;
14. This is a piece of cultural beauty and significance to the area of the northern quarter the removal of which would further erode what little history this city remains;
15. The proposed redevelopment would require the removal of the old Victorian ruins and the artwork itself which would result in diminished character to the neighbourhood and the loss of a cultural artefact prominent within the local community;
16. The Horn is a tourist attraction which and on a daily basis groups of tourists, photography groups and general members of the public admire, engage and photograph this piece of art;

17. The Northern Quarter Association were looking for a prominent piece of public art to stand as a gateway to the quarter and represent the creativity of the area. The sculpture was financed by funds from the Arts Council through the National Lottery, the City Council, National Car Parks Ltd (who own the site) and the Northern Quarter Association. Since 1999 this has been recognised piece of public art and an identifiable landmark within the Northern Quarter and clearly yields some communal value (social value). Social value is associated with places that people perceive as a source of identity, distinctiveness, social interaction and coherence. The social values of places are not always clearly recognised by those who share them, and may only be articulated when the future of a place is threatened. Compared with other heritage values, social values tend to be less dependent on the survival of historic fabric;
18. If the development should proceed, I ask that the council demand the developers sign an agreement to move the Tib Street Horn and supporting wall to a new and suitable location in the Northern Quarter within an agreed time frame;
19. Public art has always been central to Manchester's heritage and the removal of such features remove part of the soul of the city;
20. The sculpture is a unique landmark and quirky attraction and is one of the City's best known and well loved pieces of public art and as such the development should be amended to allow it to be retained;
21. Virtually every newspaper and magazine article about the Northern Quarter includes an image of this sculpture, and so its importance cannot be overstated. Although there is a suggestion to dismantle the sculpture and put it into storage, in the current economic climate it seems highly unlikely that the sculpture will ever be reassembled.

Removal of Trees

1. The intention to cut down all the trees in order to build the development and the lack of provision to replace these trees in another location within the Northern Quarter is contrary to Policy EN 9 Green Infrastructure and current the Councils current Green Infrastructure Strategies;
2. Should the 15 trees not be replaced? As part of Core Strategy Policy EN7, trees should be replanted to retain numbers and greenery in the city centre and specifies the encouragement of green/ brown walls / roofs in the design of an exemplar building. The proposed design does not specify how many trees will be placed or where they will go. This opens the door for the developer to decide to plant zero trees once planning permission has been granted;
3. There should also be a legally-binding commitment imposed upon the developer to plant more trees and provide other green space to replace those being lost;

4. There are several well established mature trees in the current car park which exert a function of cleaning the air of an already car/bus polluted area. They also embellish the area with their pretty blossoms in spring & leaves throughout the year. The proposals should be amended so that these are not affected and therefore the harmful effect to nearby resident's quality of life (The Birchin, Light House, Pall Mall House, 25 Church Street & Smithfield Buildings) would be reduced. A tree lined belt should be provided around the development;
5. The trees currently on the site are home to a large number of birds, judging by the dawn chorus audible from adjacent apartments. All of these would be lost in the proposed design, replaced only with a few small trees along Tib Street alone. In summer, the canopy of the trees covers a large proportion of the site, and is one of only very few areas in the Northern Quarter with any mature trees at all. During the summer months, bats use the open space to feed in the evenings and the development will also impact on this. Was no consideration given to splitting the development into two blocks, with some landscaping in between, which would also go some way to mitigating the inappropriate scale of the development?
6. This is one of the only areas of light, space and trees within the Northern Quarter and the removal would result in the loss of a valuable local commodity as such the development should be resisted.

General

1. These inner city flats are rarely affordable and considering the problems with housing shortage and homelessness in the City more should be being done to halt the gentrification of the city making it impossible for the average citizen to live here much less but a property;
2. No social housing is again being provided;
3. The Done Brothers could develop this plot into a community garden and not notice a penny;
4. Manchester should be more like Leeds Council, whereby they force developers to contribute to give £5 per every 1 sq.m of new floorspace to CIL, which can be pooled and reused on the community around the site. There are many of issues identified when walking through the Northern Quarter, lack of trees, litter, loose pavements / pot-holes which all need investment and help. If this is not the council's issue, then whose is it? Planning is a great mechanism for this, at what point will help be sought for these issues.
5. There has been no consultation with Places Matter which would have allowed the scheme to be critiqued by other architects;
6. Has any consideration been given to the impact of these units on the independent nature of the Northern Quarter? The reputation for independent shops, bars and restaurants is one of the major attractions for Mancunians and visitors alike. It would be extremely disappointing for these units to be

filled by chain stores, restaurants and bars which would have a negative impact on surrounding businesses;

7. There has been an inadequate level of pre-application neighbour consultations which is considered to be against the spirit of the Local Development Framework Statement of Community Involvement (MCC 31-01-07) which states that it is important the developer gives people of chance to make comments that could help shape and change the development rather than just notifying them that a new development is proposed;
8. The Northern Quarter doesn't need any more apartments;
9. The submitted commentary on feedback from the public consultation does not accurately present the feedback and has not been included in the submission or how these comments have been addressed. It is requested that all feedback comments submitted at the Public Exhibition are publically released to show the true concern of the local residents;
10. There was no notification of public consultation for residents of the Lighthouse, this can be considered a deliberate omission. Looking at the notes, the negative impact to the neighbours was already brought up by some people who attended;
11. The local community has not been effectively engaged in the pre-application consultation process residents of The Birch in were not aware of this which shows that the leaflet drop was ineffective. The public consultation should have been given a press release as advised by Manchester's Adopted SCI (2007) due to the impact on all people who use the area not just local residents;
12. The previous approval was granted in 2006 (renewed in 2010 (18 months) but the original consent was granted so long ago that it should be ignored;
13. Adjacent residents should not have to live in a sunless, lightless and viewless home every day;
14. Housing need is not a justification for overdevelopment of this site;
15. There are a lot of empty apartments and commercial units within the City and as such there is no need for a development of this scale;
16. Open space should not be snatched for development just because it is there;
17. Have MCC checked as to whether this is yet another building project funded by criminals laundering money in property?
18. The proposals would ruin the quality of life for adjacent residents;
19. The proposed development will infringe on the right to light of the occupants of the Birch in and Pall Mall Buildings;

20. Only 1% of the apartments are 3 beds or more which is not in keeping with aims to establish secure communities by providing family housing within the City Centre;
21. No account has been taken to of the legal right of light of residents of 25 Church Street who have enjoyed uninterrupted use of light over the proposed site for more than 20 years;
22. The new development will devalue the property values of existing adjacent apartments;
23. The proposed development would potentially adversely impact on the bats that are seen in the area which potentially nest in the trees around the site;

Manchester Conservation Areas and Historic Buildings Panel – The Panel queried the use of red sandstone (original proposed main external material) but felt that it could work well in this context if carefully sourced. The Panel asked for close attention to be given to detailing and the junctions where materials meet and turn corners and in particular the expression of joints. They observed that the visualisations looked more convincing than the elevations.

The Panel would like to see high quality stone that is carefully sourced and detailed to give longevity and avoid staining.

The Panel felt that the scale was much better than previous schemes but felt that the density was leading to a very small lightwell and an overbearing nature on Joiner Street. They asked if the building could be horse shoe shaped rather than complete the whole block and suggested that the elevation facing Joiner Street could be a well designed screen rather than an apartment wing.

The Panel asked if the street running through the centre of the site could be retained in some form to reflect the historic street pattern and provide access into the lightwell.

The Panel observed that the structural grid looked odd at the top of the building. They also advised that the lower floors should be more robust and encouraged the use of traditional granite. They felt that the columns should be more substantial and the same width as the piers. The Panel also felt that the shops should be set back.

The Panel felt that the corner was a missed opportunity and there should be a more obvious and prominent entrance with generous lobby area at the prow. They asked for the applicants to provide a more striking entrance and look at an option at the corner that retained and incorporated the existing remnants of the former building. They felt that this is an important feature that could be creatively and successfully integrated into the design. They requested that the 'horn' should be carefully dismantled and erected in a new location in Manchester.

The Panel was not convinced by the landscaping treatment and asked the applicants to reconsider the use of trees in planters. They observed that there is an important view of existing buildings on Dale Street which could be affected by the introduction

of substantial trees. They also advised that the splayed radius of the corners was inappropriate and asked for the corners to be tight to the established building grid.

The Panel advised that a signage strategy should be considered at this stage to avoid problems in the future.

Historic England – Have no comments to make and have recommended that the applications should be determined in accordance with national and local policy guidance, and on the basis of the City Council's expert conservation advice.

Strategic Housing – Have no specific comment to make on these proposals except that they are pleased to see development to provide much needed housing to meet the need of the mobile city centre workforce. In terms of the affordable housing requirement this is not a location/development where they would be looking for social rented units as part of the contribution. Shared ownership apartments might be possible but have been problematical for prospective purchasers accessing mortgages in the last few years, though things may change as the market improves. In any event, they would anticipate that access to home ownership could be available through the Help to Buy scheme should this still be in place when the development is brought forward.

Therefore they suggest that any affordable housing contribution, subject to financial viability assessment, would be in the form of commuted sums.

The Head of Neighbourhood Services (Highway Services) – Has no objections

Head of Regulatory and Enforcement Services (Environmental Health)- Has no objections but has recommended conditions relating to the storage and disposal of refuse, acoustic insulation of the accommodation, acoustic insulation of associated plant and equipment, fume extraction and the hours during which deliveries can take place. Advice has also been given about appropriate working hours during construction.

Head of Regulatory and Enforcement Services (Contaminated Land) - Has no objections subject to a condition relating to the need to carry out a full site investigation in respect of potential contaminated land issues relating to the proposed development and the need to submit details of appropriate remedial measures be attached to any consent granted.

Greater Manchester Ecology Unit – Have no objections.

Head of Growth and Neighbourhood Services (Travel Change Team City Policy) - No comments received.

Tree Officer – Has no objections subject to a condition being attached to any consent granted that requires a minimum of 5 years post planting maintenance for any street trees.

Greater Manchester Archaeological Unit – Have no objections. They were consulted by the developer's agent at the pre-application stage and were able to inform them that an archaeological desk based assessment had been undertaken for a previous

scheme in 2007 (by UMAU) and that it concluded that archaeological significance/interest had been removed by 20th century basements. Given this no further archaeological mitigation would be required for this scheme.

Environment Agency - Have no objections but have recommended conditions to mitigate the risks to adjacent ground and controlled waters and have recommended that guidance set out within our document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' is followed as appropriate.

Greater Manchester Police (Design for Security) – Have no objections subject to the recommendations of the Crime Impact Assessment being implemented.

Transport for Greater Manchester – Have no objections subject to a condition requiring the submission and agreement of a Travel plan within 6 months of occupation being attached to any consent granted.

United Utilities - Have no objection but have made comments in relation to drainage and water supply (which have been passed to the applicant) and have recommended that specific conditions are included in any planning permission granted to ensure that no surface water is discharged either directly or indirectly to the combined sewer network and that the site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Flood Risk Management Team – Note that the applicant has prepared a drainage statement in support of their planning application. Assuming acceptance has been received from United Utilities for connection into the public sewer network, they recommend that conditions to agree surface water drainage works to be implemented in accordance with SuDS National Standards and to verify the achievement of these objectives should be attached to any consent granted.

ISSUES

Local Development Framework

The principal document within the framework is **The Core Strategy Development Plan Document 2012 -2027** ("the Core Strategy") was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

The proposals are considered to be consistent with the following Core Strategy Policies SP1, CC3, H1, H8, CC2, CC5, CC6, CC7, CC8, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN11, EN14, EN15, EN16, EN17, EN18, EN19, EC1, EC2, DM1 and PA1 for the reasons set out below.

Saved UDP Policies

Whilst the Core Strategy has now been adopted, some UDP policies have been saved. The proposal is considered to be consistent with the following saved UDP policies DC 10.1, DC18.1, DC19.1, DC20 and DC26 for the reasons set out below.

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 its policies:

S01. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

S02. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

S03 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the attraction of the city and the strength of its economy within the region. The growth of economy requires the provision of well located housing for prospective workers in attractive places so that they can contribute positively to the economy.

S05. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

S06. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply. It aims to promote sustainable development. The Government states that sustainable development has an economic role, a social role and an 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, 10, 11 and 12 of the NPPF for the reasons outlined below.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus - City Centre and Fringe), CC8 (Change and Renewal)– The proposal would develop an underutilised, previously developed site and provide a high-quality development. The development would be highly sustainable and consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the Regional Centre, in a location which would reduce the need to travel. This would create employment during construction and permanent employment in the commercial units and the building management on completion and therefore assist in building a strong economy. It would complement the well established community within this part of the City Centre and contribute to the local economy through residents using local facilities and services.

The development would make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment and creating a well designed place that would enhance and create character and provide good access to sustainable transport provision and maximise the potential of the City's transport infrastructure.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - One of the spatial principles is that the Regional Centre will be the focus for economic and commercial development, leisure and cultural activity, alongside high quality city living. The proposal fully accords with the aims of this Policy. It would contribute to the creation of a neighbourhood which would help to attract and retain a diverse labour market. This would support GM's growth objectives by delivering appropriate housing to meet the demands of a growing economy and population, within a major employment centre in a well-connected location and therefore would assist in the promotion of sustained economic growth.

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The proposals are in a highly accessible location close to both Victoria and Piccadilly Stations, tram stops at High Street and bus routes from the Transport

Interchange at Shudehill and Parker Street Interchange and therefore should exploit opportunities for the use of sustainable transport modes. A Travel Plan would facilitate sustainable patterns of transport use and the City Centre location would minimise journey lengths for employment, shopping, leisure, education and other activities. The proposal would contribute to wider sustainability and health objectives and give people a real choice about how they travel and help to connect residents to jobs, local facilities and open space. It would help to improve air quality and should encourage modal shift away from car travel to more sustainable alternatives. The development would also include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport.

NPPF Section 6 (Delivering a wide choice of high quality homes), Core Strategy Policies CC3 Housing, CC7 (Mixed Use Development), Policy H1 (Overall Housing Provision), H2 (Strategic Housing Location), Policy H8 (Affordable Housing) and Policy CC10 A Place of Everyone, Saved UDP Policy DC10.1 (Food and Drink Use) -

The proposal would provide an efficient, high-density development in a sustainable location within the heart of the City Centre within part of the City Centre specifically identified within the Core Strategy as a key location for residential development. The apartments would appeal to a wide range of people from single people and young families to older singles and couples. The scheme would provide a range of accommodation sizes and types and help to create sustainable, inclusive and mixed communities within this part of the City Centre.

Manchester's economy is growing post-recession and significant investment in housing is required in locations that would support and sustain this growth. The City Centre is the biggest source of jobs in the region and this proposal would provide suitable accommodation to support the growing economy and contribute to the creation of a sustainable, inclusive, mixed and vibrant community.

It is expected that a minimum of 16,500 new homes will be provided within the City Centre from 2010-2027 and this scheme would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

The development would contribute towards an ambition that 90% of new housing would be built on brownfield sites and have a positive impact on the built environment of the surrounding area. The proposed development has been designed to seek to minimise potential for loss of privacy.

A Viability Appraisal has been submitted to consider the potential for the proposed development to contribute towards affordable housing within the city. The appraisal demonstrates that the proposed scheme is viable and capable of being delivered; the appraisal concludes that the development can support some level of financial contribution in the form of a commuted sum towards affordable housing. This is discussed in more detail below.

The ground floor commercial uses would, along with the residential uses proposed would, be an appropriate mix of uses and would provide additional facilities for local residents and businesses; subject to appropriate control of in terms of the hours of

operation and the need to deal satisfactorily with noise, fumes, smells and storage and disposal of refuse.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 (Design and Heritage), EN3 (Heritage) and saved UDP Policies DC18.1 (Conservation Areas) and DC19.1 (Listed Buildings) - The proposed development would be a high density development and maximise the efficient use of land and is considered to be appropriate to the City Centre context. The development would be classified as a tall building within some of its local context but would be of a high quality and would help to raise the standard of design more generally in the area. The proposed development would be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits whilst its integration into the natural and built environment would improve connections with local communities.

The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and would provide improvements to current pavement widths around the site which would result in improvements to the City's permeability and the legibility of routes from the Commercial Centre to the Northern Quarter. The positive aspects of the design of the proposals are discussed in more detail below.

A Heritage Statement submitted with the application identifies key views and assesses the impact of the proposed development upon these through a Visual Impact Assessment. It also evaluates the building in terms of its relationship to its site context. These impacts are discussed in more detail below.

The site is close to the grade II listed Debenhams building and within the Smithfield Conservation Area.

The application submission also includes a Planning Statement that includes a Justification Statement in relation to policies within the NPPF.

The condition of the site has a negative impact on the character and setting of adjacent heritage assets including the character of Smithfield Conservation Area and the setting of the adjacent listed building. The impact on these heritage assets is considered to be acceptable when balanced by the removal of the negative impact that the present condition of the site has on the heritage assets in the area.

The Heritage Statement and NPPF Justification Statement demonstrate that the proposals would not result in any significant harm to the setting of surrounding listed buildings and demonstrates that the proposal would preserve the character and significance of the Conservation Area and have a beneficial impact on the visual appearance of the surrounding area, thus ensuring compliance with local and national policies relating to Heritage Assets. It is also noted that the quality and design of the proposed building would sustain the heritage value of the identified heritage assets.

Saved UDP Policy DC20 (Archaeology) - Consideration of the application has had regard to the desirability of securing the preservation of sites of archaeological interest.

Section 10 (Meeting the challenge of climate change, flooding and coastal change), Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The application site is in a highly sustainable location. The Environmental Standards Statement submitted with the application demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The proposed development would follow the principles of the Energy Hierarchy to reduce CO2 emissions. The application is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The buildings are in a highly sustainable location and the residential element of the development will achieve a minimum of 15% in CO2 emissions above Part L 2010. This has been calculated to be the equivalent of 9% minimum increase above Part L 2013.

The surface water drainage from the proposed development will be managed so that it will aim to restrict the surface water to greenfield run-off rate if practical, and to reduce the post development run-off rates to 50% of the pre development rates as a minimum.

The proposed drainage network will also be designed so that no flooding occurs for up to and including the 1 in 30-year storm event, and that any localised flooding will be controlled for up to and including the 1 in 100-year storm event including 40% rainfall intensity increase (climate change).

The surface water management will be designed in accordance with the NPPG and DEFRA guidance in relation to SuDS

NPPF Section 11 (Conserving and enhancing the natural environment), Manchester Green and Blue Infrastructure Strategy 2015, Core Strategy Policies EN 9 (Green Infrastructure), EN15 (Biodiversity and Geological Conservation), EN 16 (Air Quality), Policy EN 17 (Water Quality) Policy EN 18 (Contaminated Land and Ground Stability) and EN19 (Waste) - Information submitted with the application has considered the potential risk of various forms of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. Surface water run-off and ground water contamination would be minimised

The Ecology Report submitted with the application concluded that there was no conclusive evidence of any specifically protected species regularly occurring on the

site or the surrounding areas which would be negatively affected by site development and only negligible potential for roosting bats to be present within trees and structures on site was identified.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The existing trees on the site which would be lost as a result of the development do contribute to existing green infrastructure coverage within the City Centre as well as providing some amenity value within the street scene and opportunities for nesting birds. Given that the application site has for some time been identified as a development site and that the loss of the trees on the site has been previously accepted, the loss of trees is considered necessary in order to meet the City's growth objectives. Notwithstanding this, there is a need to explore opportunities for appropriate mitigation for this loss as part of the proposals. The opportunities for this are discussed in more detail below. There would be no impacts on blue infrastructure.

The development would be highly accessible by all forms of public transport and would reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

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

Policy DM 1- Development Management - Outlines a range of general issues that all development should have regard to and of these, the following issues are of 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 above issues are considered in detail in below.

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

DC26.1 and DC26.5 (Development and Noise) - Details how the development control process will be used to reduce the impact of noise on people living and working in the City stating that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity and requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate This is discussed below.

Other relevant National Policy and Legislative requirements

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

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

In relation to the above and in terms of the NPPF the following should also be noted:

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

Paragraph 132 - Advises that any harm to or loss of a designated heritage asset should require clear and convincing justification. Substantial harm or loss should be exceptional and substantial harm to or loss of designated heritage assets of the highest significance, including grade I and II* listed buildings should be wholly exceptional.

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

Paragraph 134 - Advises that where proposals will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The positive aspects of the design of the proposals, and the compliance of the proposals with the above sections of the NPPF is fully evaluated and addressed in the report below.

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.

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. It seeks development of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester Residential Quality Guidance (July 2016) – The City Council’s Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

It is considered that the proposals are broadly in keeping with the aims and objectives set out in the guidance, compliance with which is set out within the considerations of the merits of the proposals as set out below.

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

Manchester City Centre Strategic Plan- 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 describe the partnerships in place to deliver those priorities.

The application site lies within the area identified in the document as the Northern Quarter. This identifies the importance of the areas non-mainstream offer as being important for any global city and giving the Northern Quarter a unique identity within both the city and, to some extent, the UK. The areas growing reputation and attraction to a high number of visitors, is identified as providing an important contribution to the economy of the city centre.

Because of its nature, the regeneration within the Northern Quarter area is described as having been organic and incremental and, therefore, more subtle and ultimately less predictable than in other parts of the city centre. The aim of activity within the area is to bring about change in a way that retains the area's distinct identity. This can be done by building on the area's strengths to produce a creative and cultural destination, with a high-quality built environment attractive to businesses and residents, and providing opportunities for private sector investment. It is considered that the proposals would be in keeping with these objectives. The proposed commercial units and a further addition to the current well established residential community around the site would help to build on the successes of the area's evening economy by promoting usage as a daytime destination.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. Manchester City Council began a process of developing a strategy to support residential growth by preparing a Residential Growth Prospectus (approved in draft by the Council's Executive Committee on 18 June 2013). The starting point of this document was the urgent need to build more new homes for sale and rent to meet future demands from the growing population. It looked to address undersupply and in particular the development impasse, that had until recently been evident in the 'downturn' years across all house types and tenures in the City.

A key aspect of the Council's supporting interventions is to ensure that the local planning framework provides the appropriate support for residential growth. Housing is one of the key Spatial Objectives of the adopted Core Strategy and through this the City Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place.

In the wake of the transformational Devolution Agreement in November 2015, which provided a framework for new housing related powers and a £300m recyclable housing fund for Greater Manchester, an updated Residential Growth Strategy was endorsed for consultation by the Council's Executive in November 2015 and thereafter formally adopted at the March 2016 Executive. The Strategy sets out a

number of housing growth priorities to meet the City's ambitions for sustainable growth in terms appropriate locations, type, quality and sustainability credentials as well as anticipating 25,000 homes will be built over the next ten years from 2015 until 2025.

The proposed development would contribute to achieving the above targets and growth priorities.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER) which identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. This 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.

The prospectus acknowledges the urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply. The core principle running through the document is that there is a requirement to build more new homes in order to support future growth and the demands of a growing economy and population and the Council is actively looking to adopt measures to enable this. The proposals represent an opportunity to partially address these requirements adjacent to a major employment centre and in a well-connected location,

The GM Strategy sets out a programme of vigorous collective action based on reforming public services and driving sustainable economic growth to deliver prosperity for all. By supporting new residential development at the Site, a number of the GM Strategy's key growth priorities will be met, including:

- Creating the places and spaces that will nurture success;
- Stimulating and reshaping our housing market;
- Crafting a plan for growth and infrastructure ; and

Conservation Area Declarations

Smithfield Conservation Area Declaration

The Smithfield conservation area lies on the north-eastern edge of the city centre of Manchester. It is one of a group of three in this vicinity designated by the City Council

in February 1987; the others are Shudehill and Stevenson Square, which lie to the north-west and south-east respectively.

The area is bounded by Swan Street, Oldham Street (a common boundary with the Stevenson Square Conservation Area), Market Street, High Street and Shudehill (a common boundary with the Shudehill Conservation area).

Buildings to the south of the conservation area, closest to the commercial heart of the regional centre along Oldham Street, Market Street and Church Street, are larger and of later date than the rest of the area. The contrast is especially noticeable around Turner Street and Back Turner Street, where there are some very small-scale houses dating from the Georgian period, subsequently converted or used for commercial purposes.

The south-west part of the Conservation Area is composed of large buildings, and it is anticipated that any new development here is likely to be designed on a substantial scale. Conversely, the remainder of the Conservation Area is composed of relatively small buildings of one to four storeys, and new proposals here will need to be scaled appropriately. A number of sites have been left vacant where buildings have been demolished. Many of these are used as temporary car parks, which detract from the visual appeal of the area. Most of these sites should be developed with buildings which contribute to the character of the conservation area. A mix of uses would be appropriate, with housing being especially welcome.

Environmental Impact Assessment. The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011

The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011

The Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, which raised the thresholds for screening of industrial estate and urban development projects to determine the need for Environmental Impact Assessment (EIA). The number of apartments proposed exceeds the thresholds set out in Schedule 2b(iii) that would require the application to be the subject of a Screening Opinion in addition. In addition Schedule 4 of the EIA Regulations requires consideration of a proposed development cumulatively with other development.

This planning application was therefore the subject of a pre-application Screening Opinion for an Environmental Assessment in relation to Schedules 2 (iii), 3 and 4 of the EIA Regulations.

The Screening Opinion concluded that as the scale of the development is appropriate for a City Centre context, that it would reuse a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City's objectives of making the City Centre a better place to live, shop, invest, and visit and that as such the scheme is not likely

to have significant effects. Taking into account the submitted information and the EIA guidance thresholds it was Manchester City Council's formal opinion that an EIA was not required to support the proposed development.

ISSUES

The Schemes Contribution to Regeneration - Regeneration is an important planning consideration as the City Centre is the primary economic driver of the region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and the provision of new housing and as the national economy has entered a new growth cycle, it is essential that new homes are provided in the City.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, will result in an increase in demand for more housing. An additional 60,000 new homes are expected to be required over the next 20 years (3,000 per annum) and Manchester's Residential Growth Strategy (2016) sets a target of building 25,000 new homes up until 2025. The proposal would contribute to meeting this requirement within a part of the City Centre which has been identified as being suitable for new residential development. The quality and mix of the product, and the size of the apartments, has been designed to appeal to a range of potential occupiers.

The scheme would be consistent with a number of the GM Strategy's key growth priorities, including the Draft Greater Manchester Spatial Framework. It would deliver appropriate housing and meet the demands of a growing economy and population adjacent to the city centre. It would meet current and emerging occupier demand, and support a market-facing strategy for housing and employment growth. It would therefore help to promote sustainable economic growth. The ground floor commercial space would provide services and facilities that could benefit the local community.

The site has a negative impact on the street scene, the Smithfield conservation area and the Northern Quarter, although the artwork does provide some valuable amenity. The open nature of the site creates a poor appearance and fragments the built form of the conservation area and the low level of environmental quality creates a poor impression of the City Centre. It is envisaged that the proposed investment, that would reinstate the historic building line with a high quality residential scheme, would deliver an appropriate streetscape in this prominent location.

High quality development within the conservation area would deliver significant regeneration benefits by repairing key street-frontages and helping to establish a sense of place. The proposal would support population growth, contribute to the economy and help to sustain the Northern Quarter as a vibrant place to work and live. It would create employment during construction, along with permanent employment from the proposed commercial uses. The ground floor uses would complement the retail and leisure offer within the Northern Quarter and the applicant would aim to attract independent operators to the commercial units to reflect those operating elsewhere within the Northern Quarter.

Given the above, the proposed development would be consistent with the, with the objectives of the Central Manchester Regeneration Framework and the City Centre Strategic Plan and would complement and build upon Manchester City Council's current and planned regeneration initiatives, and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1,SP1, EC1, CC1, CC3,CC4, CC7, CC8, CC10, EN1 and DM1.

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 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 and 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 or 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 criteria that might qualify developments for exemptions that are of relevance in this instance include:

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

The recently endorsed 'Housing Affordability in Manchester' report acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

The applicant has provided an appraisal which demonstrates that the scheme is viable and capable of being delivered. Strategic Housing do not consider that affordable housing should be provided as part of this proposal. However, they consider that it would be appropriate to make a financial contribution towards off-site provision via a commuted sum, should this be viable. The appraisal demonstrates that such a contribution would be appropriate in this instance and a S106 agreement is recommended to secure this should planning permission be granted..

Given the above the proposal is in accordance with the Councils approved guidance in relation to affordable housing policies H8 and PA1.

Residential development - density/type/accommodation standards

The proposed density is considered to be acceptable within the City Centre. The proposal would incorporate 8 Studios, 48 x 1 bed apartments, 125 x 2 bed apartments and 2 x 3 bed apartments, and the majority broadly comply with, or exceed, the expectations set out in the Residential Guide. A studio apartment is proposed on floors 1 to 8, each with a window into the internal courtyard. The studios would be 46 sqm and considerably exceed the guidance for a one person studio. The studios are designed to make the best use of space and maximise the natural daylight into the living area and bedroom area.

The quality and mix of the product, and the size of the apartments, has been designed to appeal to a range of potential occupiers and whilst they will be attractive to single people and those wanting to share, the availability of 2 and 3 bedroom accommodation within the development could also be attractive to families wishing to live in the City Centre.

It is recommended that a condition of any planning permission requires a management strategy to be agreed which would clarify the management and lettings policy to ensure that the development positively contributes to providing a neighbourhood of choice. In addition, it would ensure that the development is well managed and maintained, providing confidence for those wishing to remain in the area long term.

It is considered that the development complies with policies SP1, H1, H2, H4 and DM1 of the Manchester Core Strategy.

CABE/ English Heritage Guidance on Tall Buildings

One of the main issues to consider in assessing these proposals is whether the scale of the development is appropriate. Given the adjacent context the development at between 7 and 10 storeys is considered to be a tall building within some of its local context but as detailed above many of the adjacent buildings are of a similar height or taller. As such a separate Tall Building Statement has not been submitted but the proposal has been assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABE as far as they are considered relevant to this application.



Design Issues

Relationship to context

This considers the overall design in relation to context and its effect on key views, listed buildings, conservation areas, scheduled Ancient Monuments, Archaeology and open spaces.

There are a number of designated heritage assets in close proximity to the site namely, it is within the Smithfield Conservation Area and immediately to the rear is the Grade II Listed former Rylands Building (Debenham's).

The condition and appearance of this undeveloped site does cause harm to the character of the Smithfield Conservation Area, the setting of the adjacent listed building and the quality and character of the townscape. The gap site erodes the street pattern and interrupts the prevailing building alignment and as a result the urban form lacks cohesion. This adversely affects and weakens the character and appearance of the area.

The development of vacant sites such as this, present an opportunity to enhance the character and appearance of Conservation Area. The height, scale, colour, form, massing and materials should make a positive contribution to the area. Buildings within the area are of different styles and use different materials, but natural materials predominate. The street wall generally has a vertical rhythm when viewed in perspective and new development should respond to this. Windows are generally deeply recessed to create deep modelling and visual interest within facades.

This part of the conservation area does contain buildings of a larger scale than those to the north, and buildings along Church Street reflect a transition in scale between the commercial core and the smaller scale that typifies some parts of the Northern Quarter.

The proposal is higher than the previous consent as a result of the inclusion of an additional level that is set back from the main building line and, an increase in storey heights to achieve the criteria as set out in the Manchester Residential Quality Guidance. In addition to this, a roof level parapet has been introduced to screen the proposed solar PV panels. The additional floor of accommodation is set back from the edge of the building on each elevation and would be clad in a glass rainscreen system, which would reduce its appearance and the overall massing of this element of the building

There are taller buildings in the area including those at 25 Church Street (9 storeys) and the Lighthouse / Pall Mall (15/20 storeys) Church Street / Joiner Street and a recent approval for the vacant site on Red Lion Street included an 11 storey element at the junction of Red Lion Street and Church Street. However, other buildings in the area such as Sashas Hotel (7 storeys) the Afflecks Building (5 storeys), the Unicorn Hotel (3 storeys) and 27-29 Church Street (4 storeys) are lower in height.



It is considered that the proposal responds to the proportions, scale and mass of the built form within the area and reflects the massing that is characteristic of the large purpose built 19th Century Warehouse buildings found in many parts of the Smithfield and Stevenson's Square Conservation Areas.

The tight knit pattern of development and building plots is a characteristic of the Conservation Area and the City Centre. The need to minimise the impact of this

proposal on adjacent residential accommodation has, to some extent, influenced the scale and massing proposed.

The building would have a tri-partite subdivision that is typical of the larger historic buildings within the Conservation Area with the materials and fenestration arrangement clearly helping to differentiate the ground floor, the middle section and the skyline.

Buildings within the Smithfield Conservation Area have differing tones and textures whilst those within the Stevenson Square Conservation Area, and particularly around Dale Street and Tariff Street, are mainly red-brick buildings. There are buildings within the Northern Quarter that feature stone and terracotta but the majority are red/orange brick. It has an industrial character with strong plinths that have contrasting colours and materials. It is considered that the proposed materials would reflect the materials found within the Northern Quarter and complement the wider townscape in terms of colour and textures.

A granite plinth would provide the scheme with a definite base to contrast the lighter brick colouring. This would reflect the contrast between the ground floor and upper floors that is found on other buildings within the Northern Quarter. For example directly adjacent to the proposal is the Grade II listed Rylands building which uses a darker ground floor plinth to contrast the lighter Portland Stone cladding. A frosted glazed rainscreen cladding system at the penthouse level would help to reduce the overall massing of the building.

The constrained nature of sites and the tight knit urban grain often means that development schemes in the City Centre face some real challenges. The impact of the proposal on sunlight and daylight levels within adjacent properties is discussed in detail below. However, it is inevitable that development on sites such as this, would impact on the levels of amenity enjoyed by existing properties. The design has sought to distribute the massing in a way which would fill the site and reinstate the historic building lines, in accordance with good urban design principles, and has also sought to distribute the overall massing so as to minimise the impacts on adjacent properties.



Significance of the retained building structure and artwork and the case to Support Demolition

The Tib Street horn has become an identifiable landmark within the Northern Quarter and provides some visual amenity value.

The artwork was part of a package of artworks, including ceramic tiles, murals and poetry paving, to help to establish the identity of the area as Manchester's 'creative quarter'. This identity is now firmly established. The development of the site which includes the reinstatement of the urban block, and the levels of activity that would result from this development, would provide the same sense of identity for Tib as a key route into the Northern Quarter.

Should consent be granted, the Tib Street Horn sculpture will be gifted to Manchester City Council to allow them to re-erect it as they see fit in an appropriate alternative location, thus allowing cultural characteristics of the sculpture to be maintained. The relocation of the structure would allow for the key social and cultural characteristics of the piece to be maintained.

In the design development discussions in relation to the submitted scheme, detailed consideration was given to whether the Tib Street Horn structure could remain in-situ on the site and be incorporated in some way into the Proposed Development. However, it was concluded that the structure posed a constraint for the successful comprehensive redevelopment of the site, with it forming a physical barrier to allowing access into any development from the prominent Tib Street / Church Street corner. A higher quality scheme, which will create a new permanent marker which signals the gateway to the Northern Quarter, can be delivered on the site without the Tib Street Horn in place.

Impact on the Character of the Conservation Area and setting of the Listed Building.

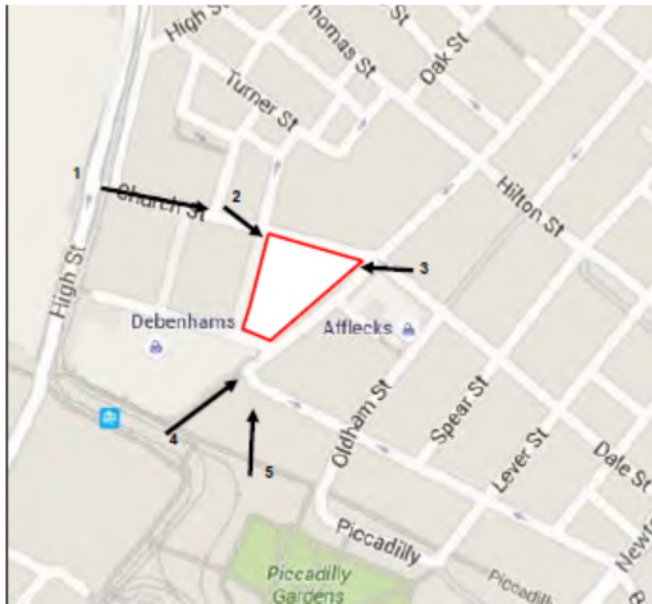
The condition and appearance of the site is poor and it has a negative impact on the area. There is therefore, considerable capacity for change which could enhance the setting of adjacent heritage assets and the wider townscape. Views into the site are artificially open and inappropriate in the context of the character of the conservation area.

The effect of the proposal on key views, listed buildings, conservation areas, scheduled ancient monuments, archaeology and open spaces has been carefully considered. Whilst the surface level car park is well used, it has no heritage value, contributes little to the appearance of the area and makes no contribution to the townscape. Therefore, the development presents an opportunity to enhance the Smithfield Conservation Area and would introduce buildings of an urban scale that would make a positive contribution to the wider townscape.

There are no World Heritage Sites in the immediate vicinity of the application site..

Section 66 of the Listed Buildings and Conservation Areas Act 1990 requires members to give special consideration and considerable weight to the desirability of preserving the setting of listed buildings when considering whether to grant planning permission for proposals which would affect it. Section 72 of the Act requires members to give special consideration and considerable weight to the desirability of preserving the setting or preserving or enhancing the character or appearance of a conservation area when considering whether to grant planning permission for proposals that affect it. Development decisions should also accord with the requirements of Section 12 of the National Planning Policy Framework which notes that heritage assets are an irreplaceable resource and emphasises that they should be conserved in a manner appropriate to their significance. Of particular relevance to the consideration of this application are sections 132, 133 and 134.

A Visual Impact Assessment (VIA), has been submitted that assesses the likely townscape and visual impacts of the proposals upon the site and surrounding area, including on the character of the Smithfield Conservation Area. The VIA has been carried out in accordance with English Heritage's Seeing the History in the View: A Method for Assessing Heritage Significance Within Views (May 2011) and considers 5 verified photo montages of the proposals from representative viewpoints which have been agreed through consultation with officers at the City Council, providing a 360 degree analysis.



Of these 5 views, 2 are currently considered as low to medium value views (views 1 and 5), 1 as a low value view (view 2), 1 as negligible to low value (view 3) and one as medium value (view 4).

The Assessment concludes that impacts would be medium beneficial (views 1, 2, 3 and 4) and negligible, (view 5). The beneficial impacts would result primarily from the removal of the dereliction and vacancy at the heart of the conservation area and its replacement with a building of a quality, scale and massing appropriate to its context.

The Visual Impact Assessment concludes that the proposal would have a cumulatively positive impact on the character and appearance of the Smithfield Conservation Area. The physical and visual impact on the wider townscape would not be intrusive and the development would sit comfortably within its diverse context. It would create a positive architectural statement which would revitalise the enclosing streets and the city's skyline, while causing no substantial harm to any adjoining heritage assets.

In views 1,2 and 3 the height, form and massing of the proposed development sits comfortably within the streetscape, filling the existing sense of void in the townscape strengthening the sense of enclosure.

The palette of materials is varied within these views and the colour of the brick proposed clearly relates to the brickwork used on the historic buildings seen within this view; In the case of view 1 in particular No.25 Church Street (the second building along on the left side of the view) and the corner of Smithfield Buildings (seen in the middle-distance on the left side, marking the north junction with Tib Street). This, alongside the tripartite arrangement of the façade of the proposed development, sets the building within the streetscape. It is considered that in these views the proposed development would enhance the sense of cohesion to this local view and the character of the conservation area. The proposed development would reinstate the historic building line and urban grain whilst providing active frontages to the streetscape and enlivening the space.

The proposal would reflect the substantial scale and proportions of buildings on Church Street as shown in view 1. The frontage would be clearly read as an addition to the collection of substantial blocks which line the street.



View 1



View 2



View 3



View 4



View 5

In view 4 the proposal would be seen as a continuation of the historic building line beyond Debenhams. The height, form and massing would sit comfortably within the streetscape and strengthen the sense of enclosure and the continuation of the street beyond; this will encourage movement through the space. The palette of materials is varied within this view and those proposed would relate to the orange-red brickwork of other historic buildings seen within this view. The development would enhance the sense of cohesion, the setting of the listed buildings and the character of the conservation area to this local view. The south-east corner of the proposal would be glimpsed from viewpoint 5 which demonstrates that the buildings height would not impact on medium-to-long range views.

It should be noted that proposed penthouses at the 10th storey, which account for the majority of the increase in the building height between the approved and proposed scheme, are not visible in these five viewpoints. It is concluded therefore that the visual impact and the impact upon the character of the Conservation Area of the additional height is negligible.

Overall the scale and proportions of the proposed block would be proportionate to the immediate townscape, and as a consequence the character and appearance of the conservation area would be enhanced by the developments contribution to the restoration of the formerly tight urban-grain.

The proposal would have a substantial impact on this streetscape as its height and mass would alter the skyline and create a new presence on Church Street. However, this impact would be positive as it would help to address the negative impact of the

multi-storey car park and the much-altered warehouse at 25-27 Church Street. Kinetic views along Dale Street into Church Street would also be enhanced through the creation of a positive building within the streetscape, countering the impact of the multi-storey car-park.

The NPPF stresses that '*great weight*' should be given to the objective of conserving designated heritage assets (paragraph 132), emphasising the need to avoid substantial harm to such designated heritage assets. Therefore, any perceived harm resulting from insensitive development within the setting of a designated heritage asset, should be avoided and at least require '*clear and convincing justification*'. In this instance the development would result in some loss of historic fabric, but no impact on significant archaeological remains. There would be clear impact on views of the Smithfield Conservation Area but overall such impacts would be beneficial or at worst be negligible.

The NPPF Planning Practice Guide (2014) emphasises that, in general terms, "*substantial harm is a high test, so it may not arise in many cases*". Thus when determining whether a proposed development within the setting of a conservation area would result in substantial harm, a key consideration is whether or not the impact seriously affects an important element of its "*special architectural or historic interest*". It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed.

Principally any impact would be a visual one on the setting of the Smithfield Conservation Area from specific views. It is not considered therefore that the level of harm is 'substantial'.

It is necessary to have special regard to the desirability of preserving the setting any affected Heritage Assets. As any harm is considered to be 'less than substantial', paragraph 134 of the NPPF requires that the impact of the development *should* be evaluated against the mitigation that would be provided from the wider public benefits of the proposals including securing its optimum viable use which can include heritage benefits.

The scheme would enhance the character of the conservation area and would result in heritage benefits. The public benefits of the proposals are clearly set out elsewhere in this report but would include the comprehensive delivery of a high quality development on a entry point into the heart of the Northern Quarter, providing 183 apartments, new sources of employment both during construction and post completion and improved connectivity, permeability and placemaking.

Instances of harm resulting from this development are all considered to be medium beneficial or negligible and would not affect the character or appearance of the Smithfield Conservation area as a whole. The site is currently a negative element on the setting of the conservation area and wider townscape.

Given all of the above it could be argued that the urban form and pedestrian environment would be enhanced by the development and it is considered that the considerable and extensive public and heritage benefits that would be delivered

would outweigh any 'less than substantial harm' that would be caused to the character of the conservation area.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the conservation area as required by virtue of S72 of the Listed Buildings Act, any harm caused by the proposed development would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraphs 132 and 134 of the NPPF. In addition for the reasons set out above it is considered that the proposed development has been designed with regard to the sustaining and enhancing the significance adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.

Architectural Quality

The key factors to evaluate are the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures.

The scale, massing and proportion of the proposals have been discussed above. The design aims to create a contemporary interpretation of the typical tripartite subdivision seen in many traditional buildings nearby. The staggered vertical fenestration would provide a contemporary interpretation of the regular grid facades of adjacent buildings.

The appropriateness of the use of brick as the principle external material is discussed above but the quality of the detail, including the corner interfaces, window recesses and interfaces between the component elements would be key to the success of the external quality of this development.

The brickwork would include a specialised detail to be used on the buildings corners and window recesses. This would achieve the crispness of finish and appropriate quality in terms of the interface of the buildings architectural components as outlined above.



The brick would have a natural colour variation across the face. This proposed detailing along with the 225mm deep window recesses would provide a sense of 'solidity' reflecting the a highly modelled appearance that is characteristic of the area.

The black granite panels would be produced at a large scale to give the same appearance of solidity as the brickwork. Granite is a robust material that is well suited to use at a ground floor level. The granite would be coated in anti-graffiti coating up to the height of 2000mm, so that graffiti can be easily cleaned.

Champagne coloured anodised aluminium cladding would be used as an architectural tool between windows on the 9th floor to define the 'top' of the tripartite proportion whilst complementing and reinterpreting the colour tones and textures of the brickwork window surrounds within the adjacent buildings.

Many Victorian buildings have courtyards and careful consideration is given to the materials used to maximise daylighting. A white glazed brick has been used to the interior of the courtyard proposed as part of this development to reflect the light into the more enclosed spaces affording a lighter aspect for the apartments set around this area.

A condition requiring samples of materials and details of jointing and fixing details and a strategy for quality control would be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The Northern Quarter is a vibrant part of the City Centre, popular with tourists, residents and users of the City Centre as a place to live, work or spend leisure time and for its distinctive architectural character. Tib Street is an important route for many pedestrians entering the Northern Quarter. Currently the width of the pavements on

Tib Street, Joiner Street and Bridgewater Place is narrow and there is significant scope for improvements to this which the proposals would deliver.

The improvements to the pedestrian experience at street level would be of considerable in terms of improving the accessibility of the site and the legibility of the wider public realm within the Northern Quarter.

The development would provide passive security interacting with Church Street, Tib Street, Joiner Street and Bridgewater Place. It would therefore, contribute to the safe use of the streetscapes, as well as its vitality, social engagement in order to create an enhanced sense of place.

Credibility of the Design

Proposals of this nature are expensive to build so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design team recognises the high profile nature of the proposal and the design response is appropriate for this prominent site.

A significant amount of time has been spent developing and costing the design to ensure that the submitted scheme can be delivered.

The development has been demonstrated to be both viable and deliverable. Detailed initial investigations, including the: ground conditions, structural integrity of the surviving building, and the archaeology of the site have been carried out which should help to insure against any un-foreseen costs.

The design team recognises that a scheme of architectural quality is required and therefore the design development has been extensive, with a range of schemes having being tested before defining a preferred option. Resources have been committed to ensure that the scheme submitted is ready for delivery, as the applicant is keen to start on site as soon as possible.

Relationship to Public Transport Infrastructure

The highly accessible location would encourage the use of more sustainable forms of transport. The proximity to jobs and services within the city centre mean that many residents could make these journeys on foot.

The opportunity to provide on-site parking is constrained by the characteristics of the site and by the need to ensure that new development maximises the vibrancy of the area by creating active uses at ground floor level and maximises passive surveillance of the surrounding streets. Surface car parking would greatly reduce the 'active' contribution which the development would currently make to surrounding streets.

Should residents of the development require a parking space, discussions have taken place with National Car Parks, who operate the adjacent multi-storey car park on Church Street, who have confirmed that there are spaces available for residents to purchase a parking permit or season ticket should they wish. The applicants have confirmed that they will secure 60 such spaces for use by residents. A Transport

Statement outlines the zero-car parking approach, but reviews local parking opportunities for any resident wishing to own a car. The Travel Plan notes that the City Car Club is available and has offered an established car sharing service since 2006. The service offers a 'pay by the hour' car club rental scheme, giving city centre residents a more convenient and cost effective alternative to longer-term car ownership. The closest bay to the application site is at Tib Street.

The Transport Statement concludes that the proposal would not adversely affect the operation of the highway or transport network and meets the criteria set out in national and local policy for sustainable development and that overall impact of the development on the local transport network is likely to be minimal.

Sustainability

New developments should attain high standards of sustainability because of their high profile and local impact. The application is supported by an Energy Statement and Environmental Standards Statement (ESS) which set out how the proposal accords with this objective. It provides a detailed assessment of the physical, social, economic and other environmental effects of the proposal and considers it in relation to sustainability objectives. The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability and ensure compliance with planning policy.

Policy DM1 requires that Code Level 4 of the Code for Sustainable Homes rating criteria is achieved, but the Code was revoked in March 2015. However, it is important to understand how a development performs in respect of waste efficiency and energy standards.

Energy use would be minimised through good design in accordance with the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods across the building (including improvements to the thermal performance and air tightness above Part L requirements of the Building Regulations have been incorporated) before the application of energy reducing and then low carbon technologies.

Good practice sustainability measures have been incorporated in the design and are summarised as follows: Active Building Services are to be designed to minimise direct energy consumption and CO2 emissions, with particular emphasis on the following;

- Increased Hot Water Generating Efficiencies;
- Energy Efficient LED Lighting;
- Improved Lighting Controls;
- Heat Recovery Ventilation;
- Low Energy Motors in Pumps and Fans;
- Efficient Heat Recovery in other systems and,
- Enhanced panel heater controls

The proposal would include a Photovoltaic (PV) Array at roof level and the Penthouse Apartments are served via air source heat pumps. The inclusion of PV is

considered to be the most appropriate for this development and would reduce the primary energy use requirement within the development.

The apartments would achieve a 9% emission rate reduction over Building Regulations, Part L (2013) and a 15% reduction over Part L 2010. This also exceeds the requirements of adopted Core Strategy Policy EN6.

The proposal would deliver a scheme that is inherently efficient and cost effective during occupation and accords with the adopted Core Strategy Policy EN 4, EN6 and the Supplementary Planning Document (SPD) criteria.

The principles of the energy hierarchy have been applied and with the combination of energy saving measures results in a potential total CO2 emissions reduction over the current Building Regulation target (2013).

Effects on the Local Environment/ Amenity

Sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception, privacy and overlooking.

Daylight, Sunlight 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 a manner that is appropriate to their context.

An assessment of daylight, sunlight and overshadowing has been undertaken, using specialist computer software in order to measure the amount of daylight and sunlight that is available to windows in a number of neighbouring buildings. The assessment made reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide (2011).

This assessment is not mandatory but is generally accepted as the industry standard and is used by local planning authorities as a guide to assist in terms of considering these impacts. The guidance does not have 'set' targets and is intended to be interpreted flexibly. It acknowledges that 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 neighbouring residential properties at The Lighthouse (20 Church Street), Smithfield Buildings (44 Tib Street) and The Birch (3 Joiner Street) have been identified as being potentially being affected in terms of impact on current daylight and sunlight as a result of the proposed development.

An application at Red Lion Street/2 Union Street, 113713/FO/2016 was granted consent by the Planning and Highways Committee in December 2016 and the BRE Guide recommends that the cumulative impact of adjacent consented developments should be included as part of any daylight and sunlight assessments. The relationship of Red Lion scheme and this proposal is such that any cumulative impact

to the same windows/elevations within the surrounding residential properties would be negligible. There are no windows that would face both buildings at the same time. The Light Aparthotel fronting onto the Red Lion scheme does not have any additional windows to those that would already be affected by the development on the east façade, overlooking the proposed development site. Windows within The Birchin do not have a direct view of the Red Lion scheme and those at the Smithfield Building are too far away to be impacted by the Red Lion Street scheme

Daylight Impacts

The BRE Guidelines provides methodologies for daylight assessment. The methodologies are progressive, and can comprise a series of 3 tests. The BRE Guidance recommends that it is only necessary to progress to the next test, if the window/room does not pass the first test it was subjected to.

Firstly, the guidance advises an assessment of how much Daylight can be received at the face of a window which is generally referred to as the Vertical Sky Component (or VSC). This is a measure of the percentage of the sky that is visible from the centre of a window. The less sky that can be seen from a window means that the daylight available would be less. Thus, the lower the VSC, the less well-lit the room would be. In order to achieve the daylight recommendations in the BRE, a window should attain a VSC of at least 27%.

A 2nd assessment known as 'Daylight Distribution assesses how the light is cast into the room, and examines the parts of the room where there would be a direct sky view and the parts that would not have direct sky view. Daylight may be adversely affected if, after the development, the area in a room which can receive direct skylight is reduced to less than 0.8 times its former value. If it is reduced to less than 0.8 it would be noticeable to the occupants. However the BRE Guidance states that a reduction of VSC to a window more than 20% does not necessarily mean that the room served would be left inadequately lit; it means that there is a greater chance that the reduction in daylight would be more apparent to the occupier.

The 3rd measure, Average Daylight Factor (ADF), assesses how much daylight comes into a room and its distribution within the room taking into account factors such as room size and layout and considerations include:

- The net glazed area of the window in question;
- The total area of the room surfaces (ceiling, walls, floor and windows); and
- The angle of visible sky reaching the window(s) in question

In addition, the ADF method makes allowance for the average reflectance of the internal surfaces of the room. The criteria for ADF is taken from the British Standard 8206 part II which gives the following targets based on the room use:

Bedroom – 1% ADF; Living room – 1.5% ADF; Kitchen – 2% ADF

Where a room has multiple uses such as a living kitchen diner (LKD) or a studio apartment, the highest value is taken so in these cases the required ADF is 2%.

A key factor to be considered in relation to the 2nd and 3rd tests is that these assess daylight levels within a whole room rather than just that reaching an individual window and are therefore a more accurate reflection of any overall daylight loss. The assessment submitted with this application has considered all 3 of the progressive tests for daylight assessment within the guidance.

It is noted that VSC level diminishes rapidly as building heights increase relative to the distance of separation. As such, the adoption of the 'standard target values' is not the norm in a city centre. The BRE Guide recognises that different targets may be appropriate. It acknowledges that if a building stands close to a common boundary, a higher degree of obstruction may be unavoidable. This is common in urban locations in particular.

The application site has largely been cleared for a number of years and prior to that was occupied by relatively low buildings. As such, buildings that overlook the site (apartments within The Lighthouse (20 Church Street), Smithfield Buildings (44 Tib Street) and The Birchin (3 Joiner Street) have benefitted from conditions that are relatively unusual in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing impacts, ie a cleared open site, would be measured would not be representative of a typical baseline situation within a densely developed urban environment.

The BRE Guide recognises that in such circumstances, 'alternative' target values would be needed. The methodology for setting new targets is set out in Appendix F of the Guide and suggests *alternative VSC targets*. The application site benefits from a previous planning permission (last granted for 18 months in 2010) for a part 9/part 7 storey residential led development and this has been used as benchmark of daylight to more accurately reflect site characteristics and location and the impact of the current scheme has been measured against this. This is considered to be consistent with BRE guidance in terms of establishing an alternative daylight target. The impact of the previously approved scheme on daylight and sunlight has been calculated and a comparison has been made with the impact of the current proposal.

Under the BRE guidance, a scheme would be considered to comply with the advice if the base line values and the proposed values are within 0.8 times of each other. The BRE suggest that an occupier of an affected apartment would be unable to notice a reduction of this magnitude in daylight and sunlight compared to the levels had that consent been implemented.

The impacts of the development within this context are set out below.

The Lighthouse

When measured against the current cleared site condition 55/109 (51%) of windows are compliant for VSC daylight, 66/82 (81%) rooms compliant for ADF and 67/82 (82%) rooms compliant for NSL. When measured against the the previously approved scheme, 93/109 (85%) of windows are compliant for VSC daylight, 81/82 (99%) rooms compliant for ADF (this one room is a living room to the 6th floor and only marginally falls below the target value of 1.5% with an ADF of 1.3%). 76/82 (93%) rooms would be compliant for NSL. Of the six rooms that do not NSL targets,

four do not achieve the BRE recommended levels with either the proposed development in place, or the previous planning consent.

The BRE Guide also describes an alternative assessment methodology which involves a “mirror image” building of the same height and size, and equal distance away from the other side of the boundary. The daylight and sunlight targets applied to the new development are set at the levels that the existing surrounding buildings would achieve, if the opposite section of the new building on the development site, matched their height and proportions. This method could also have been adopted here, and had the mirrored mass of the Lighthouse been used as the baseline, the results would have shown significant improvements on the levels of light than the previous planning application, and the current proposed development.

The Birchin

When measured against the current cleared site condition, 16/67 (24%) of windows are compliant for VSC daylight, 20/67 (30%) rooms compliant for ADF and 45/67(67%) rooms compliant for NSL. When measured against the previously approved scheme 55/67 (82%) of windows are compliant for VSC daylight. 37/37 (100%) rooms are compliant for ADF and 32/37 (87%) rooms would be compliant for NSL. Of the six rooms that do not meet NSL targets, four do not achieve the BRE recommended levels with either the proposed development in place, or the previous planning consent. Three of those rooms are bedrooms. The other two do not meet the targets with either the proposed development in place, or the previous planning consent.

Smithfield Buildings

When measured against existing cleared site condition, 48/48(100%) of windows are compliant for VSC daylight, 21/21 (100%) rooms compliant for ADF and 18/21(86%) rooms compliant for NSL. However looking at the proposed development compared to the previously approved scheme 48/48(100%) of windows are compliant for VSC daylight, 21/21 (100) rooms compliant for ADF and 21/21 (100) rooms would be compliant for NSL. Of the six rooms that do not meet NSL targets, four do not achieve the BRE recommended levels with either the proposed development in place, or the previous planning consent.

Sunlight Impacts

For Sunlight Impact assessment the BRE Guide sets the following criteria:

The BRE sunlight tests should be applied to all main living rooms and conservatories which have a window which faces within 90 degrees of due south. The guide states that kitchens and bedrooms are less important, although care should be taken not to block too much sunlight. The BRE guide states that sunlight availability may be adversely affected if the centre of the window

- Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March;

- Receives less than 0.8 times its former sunlight hours during either period;and
- Has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

As with daylight in a situation where sunlight to a window is reduced by over 20%, it does not automatically mean that sunlight to that room will be insufficient it just means that the loss may be more noticeable to the occupier of that room.

The BRE guide acknowledges that if an existing building stands close to the common boundary a higher degree of obstruction may be unavoidable, especially in urban locations. As with Daylight Impacts the BRE Guidance recommends the setting of alternative targets where existing neighbouring buildings sit close to the boundary, as is the case with The Birchin, The Lighthouse and Smithfield Buildings and the previously approved scheme has been used to derive these alternative targets.

The Lighthouse

When assessed against the APSH (Sunlight criterion), 47/54 (87%) of the living rooms show full compliance to the BRE Guidelines. The changes between the consent and proposed development are only minor in the context of the rooms. The difference equates at most 24 minutes a day difference in annual sunlight.

The Birchin

When assessed against the APSH (Sunlight criterion) 10/11 (91%) of the living rooms relevant for assessment show full compliance to the BRE Guidelines. Again the changes between the consent and proposed development are only minor in the context of the rooms. The difference equates at most 24 minutes a day difference in annual sunlight.

Smithfield Buildings

When assessed against the APSH (Sunlight criterion), 100% of the living rooms relevant for assessment show full compliance to the BRE Guidelines.

The application site was occupied by two blocks of warehouse buildings but these have been demolished and the properties affected have windows that overlook a cleared site. This does not reflect the sites previous use and is not typical of this part of Manchester and the buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context. Therefore the existing baseline situation against which the sunlight, daylight and overshadowing are considered are not representative of an urban environment and any development of a similar scale to the existing buildings in the vicinity of the site would inevitably have an impact.

The proposed penthouses on the 10th storey are set back from the main frontages and therefore the impact they alone would have upon the daylight and sunlight levels achieved within the adjacent properties would be negligible

Overshadowing

There are no open amenity spaces in the vicinity of the Development site that justify the need for a permanent shadowing and sunlight hour's appraisal

The impacts on the levels of daylight and sunlight enjoyed by some of the residents of The Birchin and The Lighthouse are of some significance although overall there is a high level of compliance with the BRE Guidance when assessed against the previously approved scheme. However, this is to some extent inevitable if the site is to be redeveloped to a scale appropriate to the sites location within the City Centre, in the context of the need for development to respond appropriately to its adjacent context and to ensure that any consent is granted for a development that is viable and deliverable.

The following matters are however important in the consideration of this matter:

- A number of windows and rooms will experience gains in daylight and sunlight over those achieved with the previous planning permission.
- Buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context;
- It is generally acknowledged that when buying/renting properties in the heart of a city centre, that there will be less natural daylight and sunlight in homes than could be expected in the suburbs;
- When purchasing or renting a property in any urban location, sited close to a derelict plot of land, the likelihood is that, at some point in time, redevelopment will occur. This is increased in a city centre like Manchester where there is a shortage of city centre housing in both the owner occupier market and the private rented sector;
- The application site is within the City Centre and is designated for high density development;
- Reductions to the scale of the development could make it unviable.

It is considered that that the above impacts have been tested and perform reasonably against the BRE guidelines

Overall Impact on amenity of residents of The Birchin and Lighthouse including privacy and overlooking



A key consideration is whether the proposed scheme would be the impact upon the amenity for neighbouring residents. The properties benefit from being adjacent to a site which has been vacant since the early 1990's. The minimum distance between buildings across Joiner Street would be approx 7m metres up to the 6th floor level (Birchin and parts of The Lighthouse Hotel and Apartments). In terms of the Unicorn Hotel windows are mostly offset from the proposed development windows and relatively small in size, which would minimise overlooking and impact on privacy. In addition the building steps back at the seventh storey to accommodate the resident's roof garden and again at the tenth floor to allow for the proposed Penthouses and private terraces (to 19 metres). The Church Street block of the The Lighthouse Hotel and Apartments are set back between approx 18m and 30.6m. The smaller separation distances are on the whole greater than is characteristic of that between other buildings within the immediate area and are considered to be in-keeping with the existing dense urban environment within the Northern Quarter as can be seen from the following examples.

All distances shown on the above diagram refer to habitable to habitable windows.



1 – Roman Entry – 6m



2 – Union Street – 6.1m



3 – Catlow Lane – 3.5m



4 – Kelvin Street – 4.7m



5 – Carpenters Lane – 5.5m



6 – Hare Street – 6.2m

The buildings that previously occupied the site were built to back of pavement and if they had not been demolished, there would be views from the windows within those buildings into some of the windows within adjacent apartment blocks.

Manchester has an identified housing need and the city centre has been identified as the most appropriate location for new development. The proposal would result in the efficient re-use of a long standing brownfield site which has a negative impact on the surrounding townscape. It is considered on balance that the level of impact and the public benefits to be derived weigh heavily in favour of the proposal.

Wind

The effect that buildings have on the wind environment at pedestrian level and the likely wind conditions resulting from new developments can have an impact on pedestrian comfort and the safe use of the public realm. While it is not always practical to design out all the risks associated with the wind environment, it is possible to provide local mitigation to minimise risk or discomfort where required.

A desk study has provided a qualitative review of the pedestrian level wind microclimate that would result from the proposal. It considers the likely wind effects on adjacent pedestrian routes and the proposed common external areas using the industry standard Lawson Criteria informed by detailed wind tunnel studies for similarly massed schemes in similar areas along with analysis of wind statistics an

analysis of the immediate surroundings and structural information Levels of pedestrian comfort strongly depend on individual activity and the Lawson comfort criteria are defined for each activity in terms of a threshold wind speed which should not be exceeded for a given time throughout the year.

The study concludes that wind conditions within the site and the surrounding area following development would be acceptable, in terms of pedestrian comfort and safety. Wind conditions at the rooftop terraces of the proposed development are generally expected to be suitable during the summer, but are likely to be windier during other seasons.

With the inclusion of the proposed wind mitigation measures relating to type and layout of the hard and soft landscaping wind conditions on the terrace are expected to be comfortable for the intended use as recreational space in all relevant seasons. Given the above the proposed development is not expected to have an adverse impact upon the surrounding area

Air Quality

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. This aspect can be mitigated through appropriate construction environmental management techniques such that the effects are not significant. A condition would be attached to any consent granted requiring a scheme for the wheels of contractors' vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

The site is located within an Air Quality Management Area (AQMA), which covers the whole of Manchester City Centre, and is declared for potential exceedences of the annual nitrogen dioxide (NO₂) air quality objective. The principal source of air quality effects would be from increased vehicle movements associated with the residential building. However, the proposal is located in the City Centre and as such has good public transport access by tram, bus and rail, providing access to alternative modes of transport for trips to the site by car.

Noise and vibration

Whilst the principle of the proposal is considered to be acceptable the impact that adjacent noise sources might have on occupiers does need to be considered. The application is supported by a Noise Report which concludes that with appropriate acoustic design and mitigation, the internal noise levels can be set at an acceptable level.

The level of noise and any necessary mitigation measures required for any externally mounted plant and ventilation associated with the building should be a condition of any consent granted.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on the adjacent residential accommodation. A condition

excluding the use of any A1 uses for food retail is to be attached to any consent granted as such uses can create amenity issues for residents associated with the delivery requirements (hours and number).

It is acknowledged that disruption could arise as a result of the construction phase of work. The applicant and their contractors would work with the local authority and local communities to seek to minimise disruption. The contractors would be required to engage directly with local residents. The provision of a Construction Management Plan should be a condition of any consent granted. This would provide details of mitigation methods to reduce the impact on surrounding residents

TV and Radio reception

The TV and Radio Reception survey has highlighted a potential impact zone for terrestrial television reception. Additional signal degradation to adjacent residential and commercial property would be minimal owing to the scale of nearby buildings. The resilience of digital transmissions would mitigate most issues and ensure adequate reception of digital TV and radio transmissions.

Satellite signal checks have confirmed that signals would not be affected by the development as the satellite signals come from a direction such that they would not be affected by this development.

If tower cranes are used on site these could cause interference on a greater scale than the completed development. This interference would be for the duration of time that the tower cranes are present.

Conclusions in relation to CABA and English Heritage Guidance

It is recognised that some of the impacts exceed BRE guidance, this has to be considered in a city centre context as opposed to those found in suburban areas. Such impacts also need to be weighed in the context of the wider benefits of the proposals which are discussed in more detail elsewhere on this report

On balance, it is considered that the applicant has demonstrated that the proposals would meet the requirements of the guidance as well as the policy on Tall Buildings within the Core Strategy and as such the proposal would provide a building of a quality acceptable to this site such that the development would be consistent with sections 1, 2, 4, 6, 7 and 8 of the National Planning Policy Framework policies SP1, DM1, T1, EN1, EN2, EN4, EN6, EN9, EN11, EN16, CC4, CC6, CC9 and CC10 of the Core Strategy and saved UDP policies DC26.1 and DC26.2.

Parking, Servicing and Access, Green Travel Plan / Cycling -A new loading bay / drop off point would be provided on Joiner Street for use by both residents and commercial units and for refuse collection from the building. No objections have been raised by the Head of Highway Services in relation to any adverse impacts from the development on existing highway and junction capacity.

A Framework Travel Plan document has been submitted which aims to reduce unnecessary car journeys and increase the number of people who walk, cycle and

use public transport. This recognises the need to encourage those accessing the development and visitors to travel by sustainable transport modes and the applicant has indicated their commitment to the development and implementation of a Travel Plan that would promote car sharing, cycling, walking, and public transport and thereby reduce the demand for on-site parking spaces. Any approved Travel Plan would be expected to be fully implemented at all times when the development is in use.

In view of the above the proposals are consistent with section 4 and 10 of the National Planning Policy Framework, and Core Strategy Policies SP1, DM1 and T2.

Crime and Disorder - It is considered that the increased footfall within the area from the additional residential population and the improvements to lighting would improve security and surveillance in the area. Greater Manchester Police have provided a crime impact assessment and the scheme should achieve Secured by Design accreditation. An appropriate condition is recommended.

Subject to compliance with this and in view of the above the proposals are consistent with Core Strategy Policy DM1.

Archaeological issues - Greater Manchester Archaeological Unit have no objections and have confirmed that archaeological mitigation has been addressed through the previous application for the remediation of the site as detailed above.

In view of the above the proposals would be consistent with section 12 of the National Planning Policy Framework, Policy DC20 contained in the UDP and policy CC9 of the Core Strategy

Loss of Trees/ Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure- The proposed development would have no direct adverse effect on any statutory or non-statutory designated sites.

There is some evidence that the site does support birds which are likely to nest on the trees within the application site (Feral Pigeons - no other species of bird was located). All birds are protected at the nest under The Wildlife & Countryside Act 1981 (as amended). It is recommended that demolition takes place between September and February to avoid the bird nesting season. If this is impractical, a nesting bird check may be required per area of the building and the all-clear given to demolish if no active nests are found.

A series of measures to mitigate the loss of the trees are proposed. These include the provision of seventeen street trees, to be within tree pits within the pavement, along the frontages of Tib Street, Church Street and Bridgewater Place with the intention that high quality, native species are to be used. It is also proposed that the seventh floor terrace will incorporate a 'biodiversity garden' which will include bat and bird boxes.

A Tree Survey and Arboricultural Impact has been undertaken in accordance with British Standard 5837:2012 guidelines which concludes that five of the existing trees on the site are identified to be "Category C" trees which are of little merit and have a limited life expectancy. It is also identified that many of the existing trees on site were

situated in poor rooting conditions and as such were conflicting with the surrounding surfaces. Therefore, it is considered that the principle of planting of street trees is acceptable and the full level of appropriate mitigation would be considered when full details of services within the adjoining footways are known.

The increase in planting area and diversity would improve species biodiversity and form migration corridors which enable natural migration through the site. The increase in overall green space would increase opportunities for habitat expansion leading to an improved ecological value within the local area.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy and the Manchester Green and Blue Infrastructure Strategy 2015.

Waste and Recycling - Common refuse and recycling facilities would be provided within a dedicated bin stores. This would include 10 refuse bins and 12 recycling containers for pulpable materials, mixed recycling and food waste for the residential apartments. No provisions have been made for large food serving premises and it is likely to be of retail or office offering. The total commercial space available is 1348m². Should these spaces be retail @ 2000 litres of waste per week; 1 no. Eurobin would be required per unit. Should these units be offices @ 1000 litres of waste per week; 2 240l bin should sufficient per unit.

The Head of Environmental Health notes that the strategy for the commercial uses states that no provisions have been made for large food serving premises and it is likely to be of retail or office offering. However, as this is uncertain they recommend that a condition should be attached in relation to agreeing the final requirements for this element of the development until confirmation is received and finalised. They state that scheme for the residential use is satisfactory in terms of current capacity requirements.

Waste collections would take place from Joiner Street and bins would be moved via the bin store exits to this location by the building managers for collection. All bins are fully accessible to residents at all times. Bins for each type of waste would be clearly marked.

In view of the above it is considered that on balance the level of provision for potential disabled residents of both the apartments and townhouses is consistent with Core Strategy policy DM1.

Flood Risk and Sustainable Urban Drainage Strategy - The application sites lie within Flood zone 1 and is deemed to be classified as a low risk site for flooding from rivers and sea and ground water.

The site also lies within the Core Critical Drainage Area within Manchester City Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of any brownfield development. The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for major planning applications which was being introduced from in April 2015. As per the guidance issued by the Department of Communities and Local

Government (DCLG), all major planning applications being determined from 6 April 2015, must consider sustainable drainage systems.

The applicant has prepared a SUDS Statement which details how adequate surface water management would be dealt with at the site in order to control the risk of both on- and off-site flooding associated with the development are minimised and/or managed.

The surface water drainage would be managed to restrict the surface water run-off to a greenfield rate if practical, and, as a minimum, to reduce the post development run-off rates to 50% of the pre development rates. As there are no watercourses within the vicinity and the building structure occupies the total site, infiltration devices would not be feasible. The only option would be to discharge the surface water to the existing sewer systems which are within the surrounding roads.

The final drainage design would be informed by site investigations and consultation with the statutory undertaker to confirm the appropriateness of discharging into the public sewer. The Environment Agency has no objections but have recommended conditions in relation to ensuring the risks to adjacent ground and controlled waters.

Conditions could be imposed which require the submission of details of the surface water drainage and requiring agreement of a maintenance and management plan of the system to be submitted for approval. The initial SUDS report does demonstrate that surface water run-off can be drained effectively in accordance with the principles of Core strategy Policy EN14 Flood Risk and consistent with section 10 of the National Planning Policy Framework.

Contaminated Land Issues - A phase 1 Desk Study & Phase 2 Geo- environmental Report have been provided which assesses geo-environmental information based on desktop / published sources, a site walkover survey and a review of intrusive investigation and remediation reports. Issues of Ground Contamination and any necessary mitigation have been dealt with in the application relating to the remedial works on the site as detailed above and on this basis the proposal is considered to be consistent with policy EN18 of the Core Strategy.

Disabled access - All apartments within the proposed scheme would be suited to adaptation and the internal layout would accommodate a turning circle where necessary. Bathrooms could be adapted to provide handrails.

There are significant level changes across the site but all primary entrances would have full access. All external routes will be finished in non-slip hard-standing with textured material to thresholds. All signage to entrances will be highly visible and legible

All floor surfaces used throughout will use a non-slip material and be solid for ease of wheelchair movement. Other features would include

- Good lighting to all communal areas, including all stair cores
- User friendly handrails to all stairs and landings
- High contrast signage for all lifts and stairs and communal areas

- All primary circulation to corridors are a minimum of 1200mm wide. The circulation spaces also include passing places which incorporate over 3000mm of space to allow for people with wheelchairs, pushchairs, mobility aids etc. in order to accommodate the largest number of people into the design.

In view of the above with respect to disabled access the proposals would be consistent with Core Strategy Policy DM1.

Response to Panels comments - The majority of the comments raised have been addressed above. The scale, massing and density would be acceptable in a City Centre location and would respect the context. The separation between buildings is on the whole larger than is characteristic of that within the immediate area and in-keeping with the urban environment of the Northern Quarter.

The proposed façade design has a clearly expressed plinth, middle and top with staggered vertical fenestration which provides a contemporary interpretation of the regular grid facades of adjacent buildings. The proposed full height windows respond to the size and proportion of the fenestration often found in Victorian warehouse buildings. The size of columns at ground level was reduced to a minimum width to open up the facade and create an openness to the street. The creation a colonnade was discounted on the basis that it could lead to anti-social behaviour.

The location of the apartment entrance on Tib Street allows the creation of a commercial unit at the corner of Tib Street and Church Street, which would create more activity on this corner. A commercial unit is more likely to generate life and activity throughout the day and evening and help to animate the Tib Street / Church Street corner.

Response to objectors comments- - The majority of the comments raised have been addressed above.

Core Strategy Policy CC5 does not have a requirement to justify reduced parking measures but states that the Council will seek to ensure that development includes adequate provision for cars and cycles and that transport is managed in a way which supports growth. Consistency with these objectives is detailed above.

An assessment of the impact of the development on sunlight and daylight levels at 25 Church Street has not been undertaken as its location and orientation in relation to the proposed development does not meet the criteria set out in the BRE Guidance.

The area around the application site is characterised by a mix of uses and is not a predominantly residential area;

A Noise Assessment identifies that the new habitable rooms would have sealed double glazing units with a suitable ventilator which would negate the need to open windows. Should an occupier be disruptive, action would be undertaken by the building management company in the first instance.

The proposal includes four commercial units which would create activity at street level on Church Street, Tib Street and Joiner Street. The layout of the ground floor has responded to concerns raised by neighbouring residents about the impact the scheme on Joiner Street. Unit 3 now has a frontage to Tib Street and Joiner Street, and provides natural surveillance to the lesser used Joiner Street. The building would contribute positively to the street scene on all elevations.

Cafes and restaurants are acceptable in principle in this area subject to compliance with conditions relating to acoustic insulation and refuse storage and disposal.

A Crime Impact Statement ("CIS") has been prepared by Greater Manchester Police and is submitted in support of the planning application. The CIS concludes that the proposals are appropriate in terms of minimising opportunities for criminal activity, and notes that the proposal would bring additional activity and vitality to the area during the day and night, potentially increasing the security of the development and surrounding developments. The CIS makes a number of recommendations to be considered as the detailed design progresses. The proposal has been amended in response to concerns raised by residents to create an active frontage and natural surveillance on Joiner Street

There are a number of alternative car parks within the vicinity of the site as well as a number of public transport options that would remove the need for car travel to the City Centre;

The dense character of the Northern Quarter and City Centre generally means that most new residential development would not meet the BRE guidelines which have been produced for use primarily in suburban areas. The city centre has been identified as the most appropriate location for new residential development in the City. In instances such as this, when dealing with dense city centre sites, it is necessary to take a balanced view in applying DM1 in relation to potential impacts on sunlight/daylight.

There would be some short-term footway and highway closures during construction but on completion, the highways benefit would be significant, with the provision of a new loading bay and a wider footways to all sides of the site. These features would improve highway safety.

The impact of the scheme on property values is not a planning issue and it is not the purpose of the planning system to protect the private interests of one person against the activities of another.

Issues in relation to rights of light and issues about loss of views are not planning issues or relevant to the consideration of this planning application.

Enforcing traffic regulation orders is beyond the control of the applicant.

The pre-consultation undertaken by the applicant was in accordance with National guidance and the City Council's local guidance. The details of the process are set out in the submission. There is no legal requirement for pre application consultation for this development.

There is no policy that specifically sets out the mix of apartments that is required within City Centre residential developments and the 2 bedroom apartments proposed are also capable of being suitable for families.

CONCLUSION

The proposals would be consistent with a number of the GM Strategy's key growth priorities by delivering appropriate housing to meet the demands of a growing economy and population, adjacent to the city centre. It would therefore help to promote sustainable economic growth.

The proposal would deliver a high quality building and regenerate a previously developed vacant site. The design is appropriately based on an evaluation of the particular characteristics of the site's context and would respond well to this. The site is considered of be capable of accommodating a building of the scale and massing proposed whilst avoiding any substantial harm to the character of the Smithfield Conservation Area or the setting of adjacent listed buildings. The street-frontages particularly along Church Street, Tib Street and Joiner Street would be re-vitalised and retain street-edge enclosure, while also complementing the vertical rhythms, established scale and visual texture of the individual streets. The development would enhance the city's wider historic landscape by creating a positive outward facing expression on each of the sites street-frontages. The scheme would add activity and vitality to the area and would reintegrate the site into its urban context, reinforcing the character of the streetscape

The adjacent residential accommodation has enjoyed largely uninterrupted views across the application site for some-time and given this it is inevitable that the development of this site would have an impact on amenity and affect sunlight, daylight, overshadowing and privacy. It is considered that that these impacts have been tested and perform reasonably against the BRE guidelines.

Within the context of the above that the overall impact of the proposed development including the impact on heritage assets and on amenity would not be such as to outweigh the clear public and regeneration benefits including heritage benefits that would result from the development of this site.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas 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

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material

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

Recommendation APPROVE Subject to s106 Agreement

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this development where early discussions took place regarding the unique nature of the accommodation, the scale, design and appearance of the development, and car parking issues. Further work and discussions have taken place with the applicant through the course of the application, particularly in relation to other matters arising from the consultation and notification process. The proposal is now considered to be acceptable.

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 demolition hereby permitted shall not be undertaken before a contract for the carrying out of the building works for the redevelopment of the site has been made, and evidence of that contract has been supplied to the City Council as local planning authority.

Reason - In the interests of visual amenity and for the avoidance of doubt, and to ensure that redevelopment of the site takes place following demolition of the existing building pursuant to saved policy DC18 of the Unitary Development Plan for the City of Manchester, policies SP1, EN3 and DM1 of the Core Strategy and the National Planning Policy Framework.

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

(a) 2814-02-001 (Location Plan), 2814-02-002 (Site Plan As Existing);

(b) 2814-02-003- Demolition Plan;

(c) 2814-03-001 Rev K, 2814-03-002 Rev D, 2814-03-003 Rev D, 2814-03-004 Rev D

2814-03-005 Rev D, 2814-03-006 Rev D, 2814-03-007 Rev E, 2814-03-008 Rev F
2814-03-009 Rev F, 2814-03-010 Rev E, 2814-03-011 Rev B;

(d) 05-001 Rev H, 05-002 Rev H, 05-003 Rev I, 05-004 Rev I, 05-005 Rev H, 05-006 Rev H, 05-007 Rev I, 05-008 Rev H;

(e) 2814-31-001- Typical Curtain Walling Detail;

(f) C2814-90-001 Rev C, C2814-90-002 Rev A, C2814-90-003 Rev A, C2814-90-004,

C2814-90-005 Rev B, C2814-90-006 Rev A, C2814-90-007 Rev A, C2814-90-008 Rev B, C2814-90-009, C2814-90-010 Rev A, C2814-90-011, C2814-90-012;

(g) Service Tracking Plan 1518-01 received on 09-12-16;

(h) Recommended mitigation measures as set out in Section 7 of Wardel Armstrong's Air Quality Assessment dated Sept 16;

(i) Waste Management Strategy dated 06/10/16 in relation to the Residential Units;

(j) Recommendations in Crime Impact Assessment Version A : 27th September 2016 ;

(k) Statement in relation to proposed commercial operators from Salboy dated 22-12-16;

(l) Wind Mitigation Measures as detailed in Dwg TIB1608 Rev A stamped as received on 03-11-16;
and

(k) Parking provision as set out in Salboys letter dated 27th Jan 2017.

Reason - To ensure that the development is carried out in accordance with the approved plans and pursuant to Core Strategy SP 1, CC3, H1, H8, CC5 , CC6 , CC7, CC9 , CC10, T1, T2 , EN1, EN2 , EN3 , EN6 , EN 8, EN9, EN11, EN14, EN15, EN 16 , EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan polices DC19.1 , DC20 and DC26.1.

4) Notwithstanding the details submitted with the application, prior to the commencement of development, a schedule of materials, preliminary samples and a programme for the issue of samples and specifications of all materials to be used within the external elevations shall be submitted for approval in writing by the City Council, as Local Planning Authority. Samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management shall then be submitted and approved in writing by the City

Council as local planning authority in accordance with the programme as agreed above.

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

5) Notwithstanding the details as set out in condition 2 above no development shall commence unless and until a strategy for the removal and storage or relocation of the artwork known as the Tib Street Horn has been submitted to and approved in writing by the City Council as Local Planning Authority

Reason - In accordance with the agreement of the applicant to gift the artwork to the City Council as set out within the application in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC18.1 of the Unitary Development Plan for the City of Manchester.

6) The development hereby approved shall not commence unless and until a Construction Management Plan, including details of the following:

*A Noise & Vibration section (in addition to a dust emission section) that shall base the assessment on British Standard 5228, with reference to other relevant standards.

*A community consultation strategy which includes how and when local businesses and residents will be consulted on matters such out of hours works and that any proposal for out of hours works (as below) will be submitted to and approved by the Head of Environmental Health , the details of which shall be submitted at least 4 weeks in advance of such works commencing.

*Hours of site opening / operation

* A Site Waste Management Plan,

*A plan layout showing areas of public highway agreed with the Highway Authority for use in

association with the development during construction;

*The parking of vehicles of site operatives and visitors;

*Loading and unloading of plant and materials;

*Storage of plant and materials used in constructing the development;

*Construction methods to be used, including the use of cranes;

*The erection and maintenance of security hoarding;

*A scheme for recycling/disposing of waste resulting from demolition and construction works;

*Details of and position of any proposed cranes to be used on the site and any lighting;

*A detailed programme of the works and risk assessments;

*Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.

*Details on the timing of construction of scaffolding,

*Details of how access to adjacent premises would be managed to ensure clear and safe

*routes into Buildings are maintained at all times.

- *Management of flood risk and pollution;
- *Proposal of surface water management during construction period; and

has been submitted to and approved in writing by the City Council as local planning authority. The approved CMP shall be adhered to throughout the construction period and the development shall thereafter be fully implemented in accordance with the plan.

Reason: To ensure that the appearance of the development is acceptable and in the interests of the amenity of the area, pursuant to policies DM1, EN14 EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

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

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a

Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to Section 11 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

10) No development shall commence until details of the measures to be incorporated into the development to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a 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

11) Prior to commencement of development a scheme for dealing with the discharge of surface water and which demonstrates that the site will be drained on a separate system, with only foul drainage connected into the foul sewer, shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - Pursuant to National Planning Policy Framework policies (PPS 1 (22) and PPS 25 (F8))

12) Prior to the commencement of development and notwithstanding the details shown in dwg numbers C2814-90-001 Rev C, C2814-90-002 Rev A, C2814-90-003 Rev A, C2814-90-004, C2814-90-005 Rev B, C2814-90-006 Rev A, C2814-90-007 Rev A, C2814-90-008 Rev B, C2814-90-009, C2814-90-010 Rev A, C2814-90-011, C2814-90-012 programmes for submission of final details of the public realm works as indicated in those dwgs shall be submitted to and approved in writing by the City Council as Local Planning Authority to include an implementation timeframe and details of when the following details will be submitted:

(a) Details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building;

- (i) A strategy for the planting of street trees within the pavements on Tib Street, Church Street and Bridgewater Place including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design; and
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and brick, bird boxes and appropriate planting;

and shall then be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above

The approved scheme shall be implemented not later than 12 months from the date the proposed building is first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

13) 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 avoid/discharge the above drainage condition the following additional information has to be provided:

- Surface water drainage;
- 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;
- 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;
- 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;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);
- Hydraulic calculation of the proposed drainage system;

- Long and cross sections for the proposed drainage system and finished floor levels;
- Construction details of flow control and SuDS elements.
- Proposal of surface water management during construction period.

Reason - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant policies EN14 and DM1 of the Core Strategy for Manchester.

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

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

Reason - To prevent the increased risk of flooding and to ensure the future maintenance of the surface water drainage system, pursuant to policy EN8 of the Manchester Core Strategy.

15) 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.

16) Notwithstanding the Residential Management Strategy, prepared by CITU-NQ Church Street stamped as received on 11-01-16 prior to the first use of the development hereby approved, a detailed management plan including:

*Details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal areas shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

*full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

*details of how 24 hour management of the site in particular in relation to servicing and refuse (storage and removal) and noise management of communal

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

17) 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

18) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Croft Transport Solutions dated 09-16. In this condition a travel plan means a document that includes the following:

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

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

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

19) Before the development commences a scheme for acoustically insulating and mechanically ventilating the residential accommodation against noise from adjacent roads shall be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme shall be completed before any of the dwelling units are occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

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

20) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with:

- (a) the residential development; and
- (b) any of the commercial uses;

to ensure that it achieves a background noise level of 5dB below the existing background (La90) in each octave band at the nearest noise sensitive location shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

21) The development hereby approved shall be carried out in accordance with the Sustainability and Energy Statement and Environmental Standards Statements dated 06-10-16 both prepared by Futurserve Element. A post construction review certificate/statement shall be submitted for approval, within a timeframe that has been previously agreed in writing by the City Council as local planning authority.

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

22) No part of the development shall be occupied unless and until details of a parking management strategy for residents who would not utilise the spaces within the adjacent Church Street multi storey car park as detailed in ...letter dated..... has been submitted to and approved in writing by the City Council as Local Planning Authority. All works approved in discharge of this condition shall be fully completed before the residential element of the development hereby approved is first occupied.

Reason - The development does not provide sufficient car parking facilities and in order to provide alternative arrangements (e.g. parking leases with car parking companies; car sharing; or car pool arrangement) for the needs of future residents whom may need to use a motorcar and Policies DM1 and T1.

23) 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.

24) Notwithstanding the TV reception survey, by Asbury dated 4th August 2016 within one month of the practical completion of the development 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 a study shall be submitted to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in Core Strategy Policies DM1 and SP1

25) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

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

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy

26) If during demolition works any sign of the presence of bats is found, then all such works shall cease until a survey of the site has been undertaken by a suitably qualified ecologist and the results have been submitted to and approved by the Council in writing as local planning authority. Any recommendations for the protection of bats in the submitted document shall be implemented in full and maintained at all time when the building is in use as hereby permitted.

Reason - for the protection of bats and in order to comply with the Habitats Directive and pursuant to Core Strategy Policy EN15

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

Reason - In the interest of visual amenity pursuant to Core Strategy Policies Dm1 and SP1.

28) The development hereby approved shall provide full disabled access to be provided to the main residential entrances to the floors above.

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

29) No infiltration of surface water drainage into the ground on land affected by contamination is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - To prevent pollution of controlled waters from potential contamination on site. Infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

30) The commercial units can be occupied as A1 (excluding food retail), A2, A3, A4, B1, D2 (Gym and Cinema) use only.

Reason - In accordance with the application form and to safeguard the amenities of the occupiers of nearby residential accommodation (including from the type and frequency of deliveries associated with food retail) pursuant to Core Strategy policies DM1 and saved Unitary Development Plan policies DC26.1 and DC26.5

31) Before any Class A3, Class A4, Gym or Cinema use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme shall be completed before the unit is first occupied. Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed in the residential accommodation shall be submitted and agreed in writing by the City Council as local planning authority and any non compliance suitably mitigated in accordance with an agreed scheme prior to occupation.

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.

32) Final details of the method of extraction of any fumes, vapours and odours from any Class A3 or Class A4 use commences shall be submitted to and approved in

writing by the City Council as local planning authority prior to occupation of that unit
The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

33) Before any of the ground floor commercial uses hereby approved commences, for each of the ground floor units, details of the proposed operating hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

34) The commercial uses hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse for each of the commercial units; has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester

35) Prior to occupation of any of the commercial units details of a signage strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

36) No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a scheme detailing the levels at which any music shall be played and the hours during which it shall be played which has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

Informatives

1) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties.

Reason - To safeguard the amenities of the occupiers of nearby properties

2) All of the works required to achieve the new accesses / egresses and associated TROs should be included as part of a S278 agreement via an off-site highways condition, to be funded by the applicant

3) Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval

4) External areas within the application site in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority, and shall not allow for the use of amplified sound or any music in these external areas at any time. This does not negate the need for separate applications for planning permission for the use of external areas.

Reason - To safeguard the amenities of the occupiers of nearby properties

5) It is an offence under the Wildlife & Countryside Act 1981, as amended, to introduce or cause to grow wild any plant listed in Schedule 9. Part 2 of the Act. Japanese Knotweed and himalayan balsam are included within this schedule. All Japanese Knotweed waste (the plant itself or material containing its rhizomes) is classed as a controlled/special waste and therefore needs to be disposed of in accordance with the Environmental Protection Act Duty of Care Regulation 1991.

No works to trees or shrubs shall occur or construction commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA

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

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

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

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

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 114146/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:

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

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:

48 Garden Street, Todmorden, OL145HW
Flat 15, 3 Joiner Street, Manchester, M41pp
2 Kelso Place, 262 St. Georges Island, Manchester, M154GQ
9 Lundy Ave, Manchester, M21 7JW
11 Pickering Street, Manchester, M15 5LQ
Flat 3, 3 Joiner Street, 3 Joiner Street, Manchester, M4 1PP
356 low lane, Horsforth, Leeds, Ls18 4dd
Apartment 3, Block E, Albion Works, 12 Pollard Street, Manchester, M4 7AU
30, 384 Chester road, Manchester, M169yd
216, Stockport Road, Bromsgrove, M12 4DY
Flat 805 The Birchin, 1 Joiner Street, Manchester, M4 1PH
Flat 47 The Lighthouse, 3 Joiner Street, Manchester, M4 1PP
82 Stretford house, chapel lane, Stretford, M32 9ay
5 Glebe Crescent, Tillicoultry, FK13 6PB

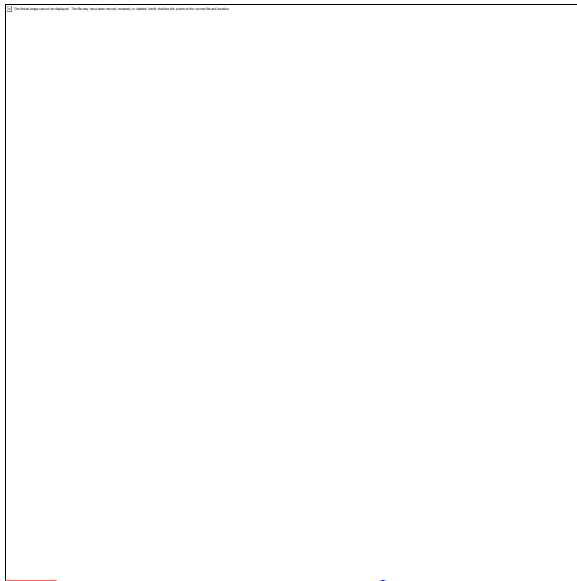
48 Kirkmanshulme, Manchester, M12 4WA 4wa
181 Abbey Road, Barrow-in-Furness, LA14 5JP
1 Joiner Street, Apartment 609, Manchester, M4 1PH
Flat 49, Lighthouse, 3 Joiner Street, Manchester, M4 1PP
201 Asia House, 82 Princesse Street, Manchester, M1 6BD
Albert mill, Manchester, M154jy
52 Grenham Avenue, Manchester, M15 4HD
59 Alder St, Salford, M6 5WD
Apt 262, 2 Kelso Place, Manchester, M15 4GQ
3 Days Court, Crudwell, SN169HG
22D Laidon Road, Longsight, Manchester, M14 5PD
Flat 609 The Birchin, 1 Joiner Street, Manchester, M4 1PH
402 the birchin, 1 joiner street, Manchester, M4 1ph
Vicarage Cottage, Wall Street, Wigan, WN6 7NB
4 Kenyon Lane, Warrington, WA3 1LJ
18 Church Street, Manchester, Manchester, M4 1PN
Apartment 44 Velvet House, 60 Sackville Street, Manchester, M1 3 we
2 Pearn Road, Burnage, Manchester, M191DS
28 Lighthouse, 3 Joiner Street, Manchester, M41PP
Flat 309, 1 Joiner Street, Manchester, M4 1PH
3 Joiner Street, Flat 7, Church Street, Manchester, M4 1PP
819 Burnley Rd, Todmorden, OL147EF
3 Holmes court, Watson Square, Stockport, SK1 3AS
Flat 105, The Birchin, 1 Joiner Street, Manchester, M4 1PH
268 Wellington Rd South, Stockport, SK2 6ND
18 GARFORTH AVENUE, ANCOATS, MANCHESTER, M4 6JS
Flat 28, 3 Joiner Street, MAnchester, M4 1PP
Flat 27, The Deansgate, 1 Whiteoak Road, Fallowfield, Manchester, M14 6WT
151 cobden street, Blackley, Manchester, M9 4eb
APARTMENT 7, 4-6, UNION STREET, MANCHESTER, M4 1pt
707, The Birchin, 1 Joiner Street, Manchester, M4 1PH
205 Oswald Road, Chorlton, Manchester, M21 9GN
606 The Birchin, Joiner street, Manchester, M41PH
Apartment 15, The Gallery, 31 Range Road, Manchester, M16 8FS
Flat 402, Manchester, M4 1PH
Flat 20, 3 Joiner Street, Manchester, M41PP
Flat 10 The Lighthouse, 3 Joiner Street, Manchester, M4 1PP
61 The Lighthouse, 3 Joiner Street, Manchester, M4 1PR
1 great marlborough street flat 3009, manchester, m1 5nr
Apartment 309, 1 Joiner Street, Manchester, M4 1PH
79 Taybridge Road, London, SW11 5PX
Apt 14, 2 Waterfront, Manchester, M11 4AF
9 West Street, Failsworth, Manchester, M35 0EZ
143 warden st, Manchester, M15 5tf
Flat 2 Islington Mill, 1 James Street, Salford, M3 5HW
Flat 30, 23 Church Street, Manchester, M4 1PY
7 sandiway, bramhall, stockport, SK7 3BP
44 Dudley Road, Cadishead, Manchester, M44 5DZ
123 Henderson St, Manchester, M19 2Qt
36a chapel road, whaley bridge, high peak, sk23 7jz

Apartment 42 Pall Mall House, 18 Church Street, Manchester, M4 1PN
10 Pall Mall House, 18 Church Street, Manchester, M4 1PN
Flat 26, 3 Joiner Street, Manchester, M4 1PP
20 Victoria avenue, Blackley, Manchester, M96ql
25 City heights, 1 Samuel Ogden st, Manchester, M1 7ax
35 Sandileigh Ave, Withington, Manchester, M20 3LN

Flat 32, 3 Joiner Street, Manchester, M4 1PP
Flat 15, The Lighthouse, 3 Joiner Street, Manchester, M4 1PP
Flat 49, The Light Building, Manchester, M1 4PP
67 Hunmanby Avenue ,Hulme, Manchester, M15 5FF
12 - 16 Church Street, Manchester, M4 1PN
Flat 28, 3 Joiner Street, Manchester, M4 1PP
Flat 115, Smithfield Buildings, 44 Tib Street, Manchester, M4 1LA
Flat 105, 25 Church Street, Manchester, M4 1PE
Flat 61, 3 Joiner Street, Manchester, M4 1PR
Flat 401, The Birchin, 1 Joiner Street, Manchester, M4 1PH
Flat 214, Smithfield Buildings, 44 Tib Street, Manchester, M4 1LA
Flat 504, The Birchin, 1 Joiner Street, Manchester, M4 1PH
Apartment 49, 18 Church Street, Manchester, M4 1PN
Flat 301, The Birchin, 1 Joiner Street, Manchester, M4 1PH
Flat 14, 3 Joiner Street, Manchester, M4 1PP
Flat 703, 25 Church Street, Manchester, M4 1PE
Apartment 53, 18 Church Street, Manchester, M4 1PN
33 St Wilfrids Street, Hulme, Manchester, M15 5XE

18 Piccadilly lofts, Manchester, M1 2pe
1 Failsworth Road, Woodhouses, Oldham, M35 9NN
Apartment 22 PALL MALL, 18 Church Street, Manchester, M4 1PN
Apartment 304, The Grand, 1 Aytoun St, Manchester, M1 3DA
FLAT 12, 3, JOINER STREET, MANCHESTER, m41pp
62 Ashton Lane, Ashton Lane, Sale, M33 6WQ
Meadow Cottage, Davenport Lane, Knutsford, Wa16 7nn
8 Highgate crescent, Appley Bridge, Wigan, Wn6 9je
238 Lidgett Lane, Leeds, LS17 6QH
30 Milverton Road, Manchester, M14 5PJ
Apt 33 Pall Mall Hse, 18 Church St, Manchester, M4 1PN
Apartment 2 - Pall Mall House, 18 Church Street., Manchester, M4 1PN

Relevant Contact Officer : Angela Leckie
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Email : a.leckie@manchester.gov.uk



 Application site boundary  Neighbour notification
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