

Application Number	Date of Appln	Committee Date	Ward
113617/FO/2016	24th Nov 2016	9 th March 2017	City Centre Ward

Proposal Erection of a four storey building to form 24 residential apartments (Use Class C3) with associated hard and soft landscaping and ancillary development thereto.

Location Plot G Slate Wharf, Castlefield, Manchester

Applicant Waterside Developments Limited, C/o Agent

Agent Miss Louisa Fielden, HOW Planning LLP, 40 Peter Street, Manchester, M2 5GP,

Description

The proposal relates to an irregular shaped, vacant site within Castlefield Canal Basin, which measures approximately 0.1 hectares. The site is bounded by the Bridgewater Canal and an associated tow path/canal side area. This links the footbridge over the canal down to the canal side, running immediately adjacent to the site. Immediately to the north and west of the site are the Slate Wharf residential apartment blocks, which are three storey red brick buildings with pitched slate roofs, built in the 1990s. The Wharf Public House, built soon after the Slate Wharf apartments and in a similar style, lies to the south of the site, with a surface level car park to the rear and an outdoor seating area to the front adjacent to the canal. Beyond that building is the six storey Grade II listed Middle Warehouse (Castle Quay). On the opposite side of the canal to the east of the site is the Grade II listed Merchants Warehouse building, which is a four storey red brick building with a pitched slate roof.

The surrounding area is characterised by the following uses:

- *residential properties, notably within Slate Wharf, Worsley Mills and City Gate to the west, and Castlegate and Middle Warehouse to the south east/south;
- * office and food and drink uses to the east of the site in the buildings on Castle Street and within Artingstalls Chapel;
- * food and drink uses in buildings around the canal basin.

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

- Merchants' Warehouse, Grade II, on the west side of Castle Street to the east of the site;
- Middle Warehouse, Grade II, to the south of the site;
- The former congregational chapel, Grade II, to the east of the site at the far end of the canal basin;
- The railway viaduct running from Knott Mill to Water Street, Grade II, to the north beyond Slate Wharf and the canal;

- Castlefield Railway Viaduct from G-Mex to Dawson Street, Grade II, to the north of the site beyond Slate Wharf and the canal; and
- Rochdale Canal Lock Number 92 and Castle Street Bridge, Grade II, to the north east of the site.

Several planning permissions have been granted on this site in the past as follows:

Date

059352/FO/CITY3/00 - Residential development comprising 45 units with associated parking and landscaping. Approved 18/06/2002.

053575/FO/CITY3/98 - New build development comprising lower ground floor car park, ground floor bar & restaurant with hotel accommodation over. Approved 16/04/1998.

051791/FO/CITY3/97 - Erection of a part 5/part 6 storey 56 bedroom hotel with ancillary internal lower ground floor car park and an upper ground floor bar/restaurant. Approved 05/06/1997.

049838/FO/CITY3/96 - Erection of a building to form a café bar and/or retail space, either with ancillary gallery use, studio offices and 2no. self-contained residential units. Approved 11/07/1996.

043477/DF/CMDC/93 - Erection of 102 dwellings comprising 70 No. 1 bed apts and 32 No. 2 bed apartments. Approved 30/06/1994

Proposal

The proposal is to erect a four-storey building comprising 24 apartments. There would be 11 one-bedroom, 10 two-bedroom, and three three-bedroom apartments.

The apartment sizes proposed range from 50sqm up to 125sqm. The ground floor of the building would accommodate a secure bin and cycle store with access from Blantyre Street. The bin store would have 3 x general waste 1100L Euro Bins, 2 x pulpable recycling 1100L Euro Bins, 2 x co-mingled recycling 1100L Euro bins, and 1 x organic food waste 360L wheelie bin. Internal access for residents would be provided with a lobby to prevent odours from entering the apartments. Each apartment would have space to segregate waste and residents would take their waste and recycling to the bin store. The building management team would arrange for bins to be taken to and from a collection point on Blantyre Street on collection day. The secure cycle store would accommodate 24 cycle spaces, i.e. one for each apartment or half a space per bedroom.



The building would be a roughly rectangular in shape and an area of land would be retained at public open space adjacent to the canal towpath. The building would comprise a three storey element facing the canal basin, and a four storey element to the rear adjacent to Slate Wharf. The three storey element facing the canal would have three projecting elements with recessed bays in between. The projecting element would have slate pitched roofs with frameless glazed dormers projecting from the pitched roof. The dormers would relate to windows on the floors below, creating a vertical column of glazing. The recessed bays would have balconies with frameless glass balustrades at third floor level. The main facades would be red brick with areas of perforated brickwork, providing visual interest and allowing light into the internal corridors. The west elevation would be four storeys with four vertical columns of windows and recessed balconies, with glazed dormers set within the pitched slate roof. The sides of the dormers on the west elevation would be clad in corten weathered steel. The south elevation fronting onto Blantyre Street would be predominantly red brick, with doors to the bin and cycle store at ground floor. The upper floors would have double sliding glazed doors with external walkways leading to an internal fire escape stair. The red brick elevations would have two vertical areas of perforated brickwork. The north elevation be predominantly red brickwork with an area of perforated brickwork and would have some glazing at ground and third floor levels. Paved areas would be provided around the building, with low level buffer planting to the northern boundary and hedging providing privacy between the public green space and the ground floor apartments in east elevation of the building.



Publicity

The application has been advertised in the Manchester Evening News as: a major development; affecting the setting of listed buildings; affecting a conservation area; and affecting a public right of way. Site notices have been displayed and the occupiers of nearby properties have been consulted.

Castlefield Forum has submitted an objection signed by 50 members. They believe the site should be retained as public open space and urge the City Council to acquire and landscape Plot G as a key part of the city centre's green and blue infrastructure, just as, 20 years ago, public money was used to acquire and landscape Catalan Square in front of Barca. This would be consistent with the first objective of the Council's Green and Blue Infrastructure Strategy for Manchester and support the overarching vision of the Strategy.

They raise no objections on planning grounds to the current application, provided the issues raised in Section 3.1 of the Crime Impact Statement are satisfactorily addressed, namely:

- removal/treatment of vulnerable ground floor balconies;
- removal of perforated brickwork features that may form a climbing aid up to first floor balconies;
- secure access controls/postal delivery arrangements to main entrance.

They suggest that Waterside Developments (the owners of Plot G), Peel Holdings (owners of Merchants Bridge and the Bridgewater Canal towpaths) and the Council could work together collaboratively to replace the existing wall beside the approach to Merchants Bridge at the front of Plot G with curving steps down to the currently 'dead' area of setts by the canal. The effect would be to animate the sett area and extend the public open space in front of the new Plot G development down to the water's edge.

Forty nine neighbour objections have been received making the following comments:

Loss of open green space - Plot G is one of the last few green spaces in and around Manchester city centre and one of the most picturesque green spaces in Manchester. Except for a period of weeks in the 1980s, Plot G has been open space since the 1840s for more than 175 years. It was originally marketed by the developers of Slate Wharf as a public open space/sculpture park and there is a note on one residents' lease stating 'save/site [?] for public/semi-public use, building – interim use as private open space', which is one of the reasons some residents chose to purchase apartments overlooking it. It brings in tourists, has been used by the local residents over the course of the past 20 years (most of whom do not have a garden) and is used by numerous organised groups such as The Manchester Road Runners, dog walking groups and fitness classes. The small patch of grass proposed to be retained to the front of the building is not big enough and would not have the same pull of people to the area (especially if it will be in shade). The other nearest open green spaces are: St Johns Gardens which is heavily enclosed, lacks surveillance and does not feel safe for young females on their own; and the Roman Gardens, which is not in the heart of Castlefield Basin close to bars and restaurants and free from traffic noise.

Development of the site would change forever the balance between built form and open space in the canal basin so that buildings would predominate.

Contrary to Policy EN1, which states that wherever possible the opportunity should be realised to "enhance existing and provide new areas of meaningful open space", and to the seven principles of urban design set out in that policy.

Contrary to Policy EN10, which states that the Council will seek to retain open spaces and only allow development in certain circumstances.

The Core Strategy recognises the importance of Green Infrastructure, the definition of which includes informal open spaces, such as Plot G (Paragraph 12.1). The development would have a detrimental impact on the quality of place contrary to paragraph 12.2 of the Core Strategy.

Community Right to Bid for the site - The community (two independent applications) have already asked the council to grant them a Community Right to Bid on the site to designate it as an Asset of Community Value, which should be considered during this application.

Manchester City Council should purchase the site and turn it into a public park.

Public Right of Way - Google Maps currently lists Plot G as having a path through it and thus presumably a public right of way.

Overcrowding – would result in too high a density of residential properties in such a small area. Given this and the massive amount of new residential development already approved and submitted for planning permission in the immediate area, the retention of Plot G as a vital "green lung" becomes more important.

Contrary to Policy CC10 as would lead to a lack of accessibility in the area due to overcrowding, and does not comply with the emphasis on.

Design – the design is bland, uninspiring and out of keeping with the surrounding architecture, particularly the glass frontages.

Overdevelopment – Four stories is too tall and out of keeping with surroundings.

Conservation Area – The Heritage Statement incorrectly states that the site makes no positive contribution to the architectural or historic interest of the conservation area and that it does not contribute to the quality of recognisable spaces including exteriors or open spaces with a complex of public buildings. The application form (section 13) incorrectly states that Plot G does not have any features of any geological or conservation importance. However, Plot G is part of the character of the area, accentuating the outstanding beauty of the area. It is also a recognisable feature of the area with images of it featuring, over the last year alone, in hundreds of marketing materials produced for Manchester, and in national images and videos of Plot G (eg Bulmers 2015 TV advert, BT 2015/16 billboard and TV campaign with Alec Baldwin and the current Covonia cough syrup TV advert). The development will have a negative effect on the conservation area through the loss of this open green space, by enclosing the open feel of the basin and by blocking views of the canal and the bridges.

Access/Traffic/Lack of Parking – It is unrealistic to think that residents of the development would not have cars and the lack of parking will result in people parking on the road. Access to Plot G is by one road leading off Blantyre Street, which is already busy and likely to become more congested with parking and cars waiting outside the development, causing traffic blockages to existing residents' main gates and road safety issues. Access to Blantyre Street is often blocked during events such as the Marathon. The increase in the number of pedestrians and lack of clear sight around the area will result in a higher risk of accidents.

Question where site parking would be during construction and where vehicles and materials would be stored. The area marked 'secondary entrance' on the proposed drawings is currently a loading bay and turning circle, not a public access road.

Lack of cycle parking – There is a discrepancy between the application documents, with the D&A Statement showing 20 spaces and the Bin Store Layout showing 24.

Noise – Increase in noise from extra traffic and construction noise, which will be amplified by the site being within a 'basin', added to the existing noise from bars, restaurants, trains and trams.

Crime and Security – The development will add to the increasing crime rate in the area, particularly regarding car break-ins. Security of the construction site will be an issue as there have been several violent incidents involving homeless groups recently in the area.

Waste and Drainage – Concern regarding the contamination risk of the site and question how the applicant intends to prevent run-off into the canal and the potential threat to fish, geese, swans and other wildlife.

The applicant states that the site is not a flood risk. This needs to be investigated further as the canal did flood less than a year ago

Overlooking and loss of privacy - Residents of Ship Canal House will be particularly overlooked, particularly those apartments with gardens, and additional storey to the rear of the proposed building is unnecessary and will allow even more overlooking. There are already privacy problems with the high footfall across the bridge, which would increase with this development, and frequently get drones and photographers on Plot G taking photographs or video footage without permission.

Loss of light – Particularly to apartments in Ship Canal House.

Loss of views – Will block views from existing apartments, particularly in Ship Canal House, as well as general views of the canal basin.

Construction noise, disturbance and congestion - How would this be controlled? Concern regarding the parking/waiting of construction vehicles and the potential for them to block access ways and the road.

Application form incorrectly states that there are no trees on the site.

Loss of wildlife – Plot G is a place where wild geese frequently feed, which is one of the draws to Castfield Basin. Removing that grass will remove the wildlife.

Contrary to Policy (not mentioned above) - Policy CC6 states that high density development will not always be appropriate and that new development will be expected to provide a high quality environment for City Centre residents, visitors and workers.

Policy CC8 states that the scale of development envisaged for the City Centre requires large sites, and cannot be accommodated through development that merely fills available gaps.

Contrary to the Greater Manchester Spatial Framework Draft Consultation, which states it will 'Set out how we enhance and protect the quality of the natural environment'.

Negative impact on property values

The proposed development would place a strain on hyper-local amenities.

The foundations will have to be very deep to ensure that the canal is not damaged - and by doing that it may damage elsewhere.

More housing is unnecessary – there are plenty of large development sites more appropriate for housing than this one.

Consultations

Highway Services - The site is highly accessible by sustainable transport modes and with good pedestrian and cycling infrastructure. There is a car club location nearby and residents would have the opportunity to purchase a C1/C2 residents parking permit which can be used in nearby Pay-and-Display bays. Cycle parking and refuse and servicing arrangements are all considered to be acceptable. Details of construction management should be provided and a condition requiring a full travel plan should be attached. felt that the design had been well considered in terms of materials and scale and would result in the successful infilling of the site without damaging the character of the site and basin. They also felt that these low rise buildings would be framed by the larger ones.

Environmental Health - Recommend conditions relating to noise (to protect the residential accommodation from external sources of noise and from any external equipment); the implementation of the waste management strategy; and contaminated land.

MCC Flood Risk Management - Evidence of allocation of space for the proposed 53m³ surface water attenuation is needed and conditions regarding SuDS should be attached to any permission.

Housing Strategy - This is not a location where Strategic Housing would be looking for affordable housing, so any affordable housing contribution, subject to a financial viability assessment, should be in the form of commuted sums.

Canal & River Trust - Whilst the proposed development is not on the Trusts waterway it is a prominent site visible from the junction between the Rochdale Canal and the Bridgewater Canal at Lock 92. Whilst the detailing of the building is interesting and not without detailed quality it is considered that the proposed development does not make the most of its setting on the basin, and more could be done to integrate the development with the waterway.

Greater Manchester Police - GMP support the application if the proposed development is designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (05/09/2016 - URN: 2016/0620/CIS/01 Version A) and a planning condition should be added to reflect the physical security specification listed within sections 4 & 5 of the appendices within the submitted Crime Impact Statement.

Historic England (North West) - The application should be determined in accordance with national and local policy guidance, and on the basis of the local planning authority's (LPA's) specialist conservation advice.

Transport For Greater Manchester - No comments to make.

United Utilities Water PLC - No objection subject to conditions regarding separate drainage systems for foul and surface water, SuDS and requirements for the developer due to a public sewer crossing the site.

Greater Manchester Archaeological Advisory Service - Recommends an appropriate scheme of archaeological mitigation is undertaken on the site as there is the possibility of Roman remains.

Manchester Conservation Areas and Historic Buildings Panel –

felt that the design had been well considered in terms of materials and scale and would result in the successful infilling of the site without damaging the character of the site and basin. They also felt that these low rise buildings would be framed by the larger ones.

The Panel welcomed the depth shown in the elevations and observed that the design seemed to suggest townhouses rather than apartments. The Panel questioned the use of Corten and suggested that the metal work found in the area was typically of materials such as cast iron. The Panel would like to ensure that the detailed design and materials are followed through to the highest quality as suggested by the images, including detailing around windows and flashings.

Issues

Relevant National Policy

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

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

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

Section 1 Building a strong and competitive economy - The proposal would provide a high-quality development in the area. It would create jobs during construction and would support the existing community and the local economy through the use of facilities and services.

Section 2 Ensuring the Vitality of Town Centres - The proposal would help to create a neighbourhood that would attract and retain residents. A strong and diverse labour market is essential to Greater Manchester's growth objectives which require new homes to meet the demands of a growing economy and population. It would be close to the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 4 Promoting Sustainable Transport - The proposal is in an accessible location close to the Deansgate tram and train interchanges as well as buses. This is

a sustainable location and development here would contribute to wider sustainability and health objectives and give people a choice about how they travel.

Section 6 (Delivering a wide choice of high quality homes) - The scheme would provide an efficient development and bring 24 homes to a sustainable location. The scheme would provide a range of accommodation sizes and tenures and help to create a sustainable, inclusive and mixed community. Significant investment in housing is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable homes to support the growing economy and help to create a vibrant, thriving and active community.

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

Section 8 Promoting healthy communities - The development would facilitate social interaction and help to create a healthy, inclusive community. The development would help to integrate the site into the locality and increase levels of natural surveillance. An area of open space would be retained adjacent to the canal that could be used by the community.

Section 10 Meeting the challenge of climate change, flooding and coastal change - The site is in a highly sustainable location and an Environmental Standards Statement has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings and would meet Level 4 of Code for Sustainable Homes.

The majority of the site is within Flood Zone 1 with some in Flood Zone 2, which covers the canal and canalside area. A Flood Risk Assessment has been carried out which assesses the risks of flooding as low and recommends measures for drainage. This is discussed in more detail below.

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

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

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

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, CC3, H1, H8, CC5, CC6, CC8, CC9, CC10, T1, T2, EN1, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

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

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

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

SO2 Economy - The scheme would provide new jobs during construction. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO3 Housing - The scheme would provide 24 homes in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

SO5 Transport - The development would be highly accessible reducing the need to travel by private car and make the most effective use of public transport. This would help to improve physical connectivity through sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6 Environment - The development would provide a high quality environment protecting and enhancing the natural and built environment and ensuring the sustainable use of natural resources.

Policy SP 1 (Spatial Principles) - The development would be highly sustainable and provide high quality residential accommodation. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and make a positive contribution to neighbourhoods of choice by enhancing the built and natural environment, creating a well designed place that would enhance and create character, re-use previously developed land and reduce the need to travel.

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

Policy CC5 Transport - The proposal would help to improve air quality by being accessible by a variety of modes of transport.

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

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

Policy CC9 Design and Heritage - The proposed new building would have a high standard of design appropriate to the City Centre context. It would have an impact on the character and appearance of Castlefield Conservation Area and on the settings of a number of nearby listed buildings, and this is set out in more detail later in the report.

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

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

Policy H8 - Affordable Housing - A Viability Appraisal has been submitted regarding the provision of affordable housing. The appraisal demonstrates that the proposed scheme is viable and capable of being delivered. The applicant has agreed to make a financial contribution towards affordable housing, which it is considered should be provided off-site.

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

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

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

Policy EN3 Heritage - The site is a vacant gap site with Castlefield Basin and the proposed development presents an opportunity to enhance the architectural and urban qualities of it. The proposed buildings would have an impact on the character and appearance of Castlefield Conservation Area and on the settings of the nearby listed buildings and this is discussed in more detail below.

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

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

Policy EN 8 Adaptation to Climate Change - The proposed energy statement for the scheme sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure - The proposed development includes a public greenspace and soft landscaping.

Policy EN14 Flood Risk - A Flood Risk Assessment has been prepared which assesses the flood risk as low. This is discussed in more detail below.

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

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

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

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

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

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

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;

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

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

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas - It is considered that the proposal would have an impact on the character and appearance of the nearby Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings - It is considered that the proposal would have an impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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, contribute to existing tree canopy coverage within the City Centre but are not considered to be of notably high quality. Given that the application site has for some time been identified as a development site and that the trees are not of high quality, the loss of trees is considered acceptable in order to meet the City's growth objectives. The loss of trees would be compensated by new tree planting. The proposal would have a positive impact on the blue infrastructure of

the city, improving the environment adjacent to the canal and providing high quality accommodation adjacent to the canal.

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

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

Strategic Plan for Manchester City Centre 2015-2018

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

The application site falls within the area designated as Castlefield, which the Plan recognises as having a unique identity and individualistic landscape. Castlefield offers an attractive residential location, a variety of popular visitor attractions, and a collection of vibrant restaurants and bars. The relevant key priority for this area is ensuring residential developments are balanced with the needs of the area. The proposed development would be consistent with achieving this priority.

Central Manchester Strategic Regeneration Framework

This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives. One of the key priorities it identifies for Castlefield is to ensure residential developments are balanced with the needs of the area. It is considered that the application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, including creating a renewed urban environment and making Central Manchester an attractive place for employer investment.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more

connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Castlefield Conservation Area Declaration

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

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

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

Legislative requirements

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

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

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

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

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

The contribution that a scheme would make to regeneration is an important consideration. The City Centre is the primary economic driver in the Region and is crucial to its longer term economic success. There is a link between economic growth, regeneration and the provision of residential development and further housing provision is essential as the City moves into its next phase of economic growth.

Whilst neighbours have objected to the application on the grounds of the loss of open space, it should be noted that the site is not designated public open space but is privately owned land that has long been held as a brownfield development site with a history of planning permissions for redevelopment. The activities that have been described by residents can still continue within the basin area even with the development of this site, and the proposal would retain part of the site adjacent to the canal side as open green space. The development would continue the regeneration of this part of Castlefield, which for many years had been dominated by industrial type activity. The creation of a high quality residential scheme would improve the perception and image of the area and the City in general.

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

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

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

Viability and Affordable Housing Provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability

of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

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

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

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

The applicant has provided a viability appraisal for the site and the proposed development, which has been assessed and demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered. A high quality residential development in this key regeneration area with units of various sizes would assist in diversifying the housing market in the City Centre. Whilst this is not a site where the provision of on-site affordable housing is considered to be appropriate, it should be considered whether a financial contribution should be made for off-site provision. The scheme would deliver benefits on the site through the provision of a building of a high design specification and high quality materials, as well as areas of high quality public realm, and the applicant has agreed that they would provide a financial contribution, which it is considered should go towards the provision of off-site affordable housing.

Heritage Impact

A Heritage Statement has been prepared which provides an assessment of the potential impacts of the development on built heritage on and around the site. The site is within the Castlefield Conservation Area and would affect the settings of a number of listed buildings, namely Grade II listed buildings at Merchants' Warehouse, Middle Warehouse, Rochdale Canal Lock Number 92 and Castle Street Bridge, and the railway viaducts.

Castlefield Conservation Area has numerous distinct character areas within it. This particular part of the conservation area is self-contained and is a small component of the designated area, which was historically used for bulk storage and warehousing. It is now enclosed by late-C20th commercial and residential development, the substantial railway viaducts and the canal basin and the historic refurbished warehouse buildings of Merchants' Warehouse and Middle Warehouse. It is these factors which should influence the materiality, scale and proportion of the site's development. The amount of development that has occurred over the past 25 years through the driving force of regeneration initiatives by both the public and private sectors has changed the area dramatically. This investment has produced an attractive environment, made it easier for the public to walk through it, and has introduced a positive mix of uses, none of which was possible in the area's historic heyday when it served only as an area linking canal, road and rail networks to service the industrialisation of Manchester.

The historic layout of this part of the conservation area contained large rectangular warehouses irregularly spaced with a functional relationship to the waterways. Some more modern developments on adjacent sites have introduced different relationships. In an appeal decision in 2008, the inspector considered that development of an adjacent site should allow the frontage of the Middle Warehouse to be seen from the north without another building intruding in the view and this principle has been maintained in this proposal.



Plot G has no clear definition or heritage value and does not contribute to the settings of the nearby heritage assets. It is the relatively tightly grained building group,

opening out onto the canal edge, as well as the historical layout which helps to define the particular character of the place and thus should influence how the gap-site should be developed. The building would be located to the rear of the site, maintaining the open edge to the canal and reflecting the historic spatial arrangements of Slate Wharf and the edge of the canal basin. The site was previously occupied by a series of substantial storage warehouses and the development would therefore facilitate the restoration of the enclosure of the canal basin, reflecting the robust forms of the remaining listed warehouse buildings and the spatial characteristics of the canal side area.

The design has been informed by the surrounding context of the site, with the scale and massing and materials of the building reflecting both the 20th century buildings adjacent to the site and the nearby listed warehouses. Whilst the building would be contemporary in appearance, it would reflect the characteristics of the surrounding built environment.



Given the above, it is considered that the proposed development would enhance the character and appearance of Castlefield Conservation Area and the settings of the nearby listed buildings, and would be consistent with Sections 7 and 12 of the NPPF and Core Strategy Policies SP1, CC9, EN1, EN3 and DM1.

Design

The proposal would be a roughly rectangular block parallel to the canal basin and its scale and massing would help to recreate a warehouse type relationship that is characteristic of this part of the canal basin. The proposal responds to the geometry of the canal basin and reflects the scale of the existing buildings around the site. Whilst clearly contemporary in design, the building would incorporate features that reflect the historic environment and surrounding buildings, such as pitched slate roofs and vertically proportioned glazing, as well as the use of materials characteristic of the area, such as red brick and slate. Overall it is considered that the proposed

building is well composed and the use of high quality materials would ensure that the buildings have a positive impact on the street scene and the views within the area.

Archaeology

Policies EN3 and DM1 of the Core Strategy require that the new developments should take account of heritage assets and possible preservation. Extant policy DC20 of the UDP states that, where remains cannot be kept in place, proper recording shall be made. A desk based archaeology statement has been prepared in support of this planning application. This concludes that some archaeological remains could exist on the site, most notably from Roman times, and a condition requiring further investigation of these should be attached to any permission.

Amenity

The proposal is acceptable in principle but the impact it may have on amenity in terms of noise, overlooking and overshadowing should be considered. The amenity of future occupiers of the proposed building should also be considered. The main sources of noise would be from road traffic, trams and heavy rail as well as general City Centre activity. Acoustic insulation would be required to mitigate against any undue harm as a consequence of these noise sources. Consideration needs to be given to the specification for the ventilation and glazing specification to achieve the required noise levels within the apartments. An acoustic report outlines how the premises would be acoustically insulated to provide acceptable noise levels within the accommodation and to prevent unacceptable levels of noise breakout from any plant and equipment, and this should be controlled through a condition. Given the above, it is considered that the proposal would not have an adverse impact through noise and vibration.

A Daylight and Sunlight Study assesses the impact of the in relation to BRE Guidelines 'Site Layout Planning for Daylight and Sunlight 2011: A Guide to Good Practice' (2011). The BRE Guide is generally accepted as the industry standard and is used by local planning authorities to consider these impacts. The guide is not policy and aims to help rather than constrain designers. The guidance is advisory, and there is a need to take account of locational circumstances, such as a site being within a town or city centre where higher density development is expected and obstruction of natural light to existing buildings is sometimes inevitable. The results of the study confirm that the vast majority of neighbouring windows pass the BRE daylight tests and that all pass the direct sunlight tests. The windows that would be affected in terms of daylight are two windows in the southern gable end of Ship Canal House, which is directly to the north of the site. It is to be expected that some loss of light would be apparent to rooms within this building, given that it is currently situated next to an undeveloped open plot of land. However, the affected windows serve dual aspect rooms that also have another window in the east elevation looking out over the canal, which would not be affected by the development, so the impact is minimised. The study concludes that overall impact on daylight to these rooms is considered to be acceptable.

The study also tested three garden areas located to the rear of Ship Canal House. The garden located closest to the development would have a small reduction (3%) in

sunlight availability, but would still well exceed the BRE requirement for sunlight to garden areas (it would still be capable of enjoying at least two hours of direct sunlight over 88 per cent of its area on 21 March 2016). The other two garden areas would suffer no loss of sunlight due to the development.

Given the above, it is considered that the proposed development would have a very low impact in terms of daylight and sunlight on the neighbouring properties.

The proposed building would not have windows to habitable rooms in its north elevation, which is the only elevation that would directly face a neighbouring residential property (Ship Canal House), and the distances between the proposed building and neighbouring buildings would be adequate. It is considered therefore that the proposed building would not have a detrimental impact on the privacy of existing residents or future residents of the proposed development.

Given the above, it is considered that the proposal would be in accordance with policy DM1 of the Core Strategy, saved policy DC26 of the UDP and the NPPF.

Highways

The site is in a sustainable location and does not provide car parking. It is within walking distance of Deansgate Station and Metrolink services at Deansgate-Castlefield, as well as local bus routes. The opportunity for sustainable travel is enhanced further by the site's location with good pedestrian and cycle links to the wider city centre. There are no highway objections. It is considered therefore that the site is in an optimum location for sustainable transport links and the development would be supported by a Travel Plan. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Flood Risk/surface drainage

The Environment Agency flood maps show that the proposed building would be located within Flood Zone 1 (low probability of flooding) and would be adjacent to Flood Zone 2, which encompasses the Bridgewater Canal and the canal side area. The site therefore has a low probability of river flooding (less than 1 in 1000 annual probability). Comments from the Environment Agency are awaited and will be reported to committee.

Removing the wall that separates Plot G from the canal side and integrating the site more into the canal side area, as has been suggested by the Castlefield Forum and the Canal and Rivers Trust, would result in lowering the levels of the development, which would exacerbate the extent of the flood risk, putting the development at greater risk of flooding. It is considered therefore that the wall should be retained.

Surface water would be discharged into the Bridgewater Canal with an attenuation tank below the site. Conditions requiring surface water drainage works to be implemented and maintained should be attached to any permission.

Given the above, it is considered that the development would be consistent with section 10 of the National Planning Policy Framework and Core Strategy policies EN14 and EN17.

Sustainability and energy efficiency

The application site is in a highly sustainable location and an Environmental Standards Statement has demonstrated that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings and would meet Level 4 of Code for Sustainable Homes. It is considered therefore that there would be an overall reduction in emissions as set out in policy EN6 of the Core Strategy.

Crime and Disorder

The development would provide natural surveillance of the public realm. The application is supported by a Crime Impact Statement (CIS) carried out by Greater Manchester Police. The statement considered that the proposal is generally acceptable subject to the recommendations contained in the report being implemented. The proposal has been amended to incorporate those recommendations and it is recommended that a condition be attached which requires the development to achieve 'Secured by Design' accreditation.

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

Ground conditions

A Geo-Environmental Site Assessment report has assessed the possible risks of contamination to water sources. The site has an historical industrial land use, which may have led to elevated concentrations of contamination in the ground, which could pose a risk to controlled waters. As some contamination may exist on the site, it is recommended that a condition be attached to any permission, requiring a site investigation.

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

Waste

The application includes a waste management strategy and the building would have its own dedicated refuse store, including re-cycling facilities, which would be securely accessible by residents internally. The bin store would have 3 x general waste 1100L Euro Bins, 2 x pulpable recycling 1100L Euro Bins, 2 x co-mingled recycling 1100L Euro bins, and 1 x organic food waste 360L wheelie bin. Internal access for residents would be provided with a lobby to prevent odours from entering the apartments. Each apartment would have space to segregate waste and residents would take their sorted household waste and recycling to the bin store. The building management team would take bins to and from an agreed collection point on Blantyre Street for collection by the City Council. The waste management strategy is

considered to be acceptable and the proposal would therefore be in accordance with policies DM1 and EN19 of the Core Strategy.

Air Quality

The development is in a highly sustainable location close to public transport links and car parking is not proposed. Therefore, the development would not have a detrimental impact on air quality through vehicular emissions. The construction process would produce dust and increased emissions but any adverse impacts during construction are likely to be temporary and controlled using mitigation measures included within best practice guidance. A condition requiring a Construction Environmental Management Plan (CEMP) should be attached to any approval to ensure that mitigation measures are carried out.

Ecology and Biodiversity

An ecological appraisal assesses the potential impact of the development on local ecology and nature conservation. The proposal would have no adverse effect on statutory or non-statutory designated sites and there is little ecological interest on the site. The proposal provides an opportunity to secure ecological enhancement for fauna such as breeding birds and roosting bats through the installation of bat access panels and/or bat boxes and bird boxes and the details of these should be conditioned. The site has three young rowan trees, which are proposed to be removed. It is accepted that these trees within the site can be removed but they should be replaced on a 3:1 basis. A condition should be attached to any permission requiring further replacement tree planting. It would be necessary to ensure that appropriate precautions are taken during construction works to avoid any pollution of the Canal and a condition requiring this should be attached to any permission.

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

Full access and Inclusive Design

The proposal would provide level access into and throughout the building. The proposals would therefore be consistent with sections 7 and 8 of the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy.

Response to Neighbour Comments

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

Community Right to Bid for the site - The nomination made to designate the site as an Asset of Community Value (ACV) under the Community Right to Bid was deemed unsuccessful by Manchester City Council on 2 February 2017.

Public Right of Way – Whilst an informal track has been trodden across the site, this is not a Public Right of Way. The scheme's design incorporates public access from the canal side through to Slate Wharf at the northern end of the site.

Overcrowding – The proposal is relatively low density for a City Centre location and would be consistent with a number of key growth priorities in the Greater Manchester Strategy.

Loss of views – The loss of a view has to be balanced as part of the evaluation of amenity. The nature of development in urban areas is such that views do and will change. The scheme has been designed so as to maintain a view down Blantyre Street to the canal basin.

Loss of wildlife – The ecology report submitted with the application has not raised any concerns regarding the loss of wildlife and part of the site would remain open and landscaped.

Negative impact on property values – This is not a material planning consideration.

Conclusion

It is considered that a residential development of the scale proposed would be acceptable in relation to national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The proposal would be well designed and of a high quality, fulfilling an important role in providing residential accommodation within the City Centre, for which there is a need.

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

The proposal would bring this vacant piece of land back into use and would create a development that would enclose the canal basin with a contemporary design that would complement the architectural ethos of the nearby historic buildings and would use high quality materials. It is considered that the proposal would enhance the character and appearance of Castlefield Conservation Area and the settings of the nearby listed buildings. The development would have an acceptable impact in terms of overlooking and loss of sunlight and daylight. The proposal would regenerate an undeveloped site, improve the public realm and maximise the potential of the site in an acceptable manner.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

Recommendation – MINDED TO APPROVE subject to a S106 agreement for a financial contribution towards affordable housing.

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the development, cycle parking and public realm.

Conditions to be attached to the decision

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

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

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

Site Location Plan L0001A; Proposed Basement Level -3 Plan L1000; Proposed Basement Level -2 Plan L1001; Proposed Basement Level -1 Plan L1002; Proposed Ground Floor Plan L1003, Proposed Level 01 Plan L1004; Proposed Level 02 - 05 Plan L1005; L1009 Proposed Level 06 Plan L1009; Proposed Level 07 Plan L1010; Proposed Level 08 - 09 Plan L1011; Proposed Level 10 Plan L1013; Proposed Level 11 Plan L1014; Proposed Level 12 - 18 Plan L1015; Proposed Level 19 Plan L1022; Proposed Level 20 Plan L1023; Proposed Roof Plan L1024A and L1050 Proposed Refuse Strategy; Proposed Elevation A - Chester Road L1600B; Proposed Elevation B - Castlefield Basin L1601C; Proposed Elevation C - NE Elevation L1602A, Proposed Elevation D - SW Elevation L1603B; Proposed

Elevation E - Block B SW Elevation L1604; Proposed Elevation F - Block A NE Elevation L1605; Car Park Ramp Sections L1535A, Archway Entrance Detail Section L1536; Elevation Detail Study 1 - Typical Bay L1620, Elevation Detail Study 2 - Balconies L1621; Elevation Detail Study 3 - Block B Penthouse L1622A; Elevation Detail Study 4 - Block A Penthouse L1623A, Elevation Detail Study 5 - Plinth Elevation L1624A; Elevation Detail Study 6 - Plinth Terrace L1625; Elevation Detail Study 7 - Podium Cladding L1626A; L1627A Elevation Detail Study 8 - Podium Entrance L1627A; Elevation Detail Study 9 - North Staircase to Basin L1628; L1629 Elevation Detail Study 10 - Viaduct Arches Parking Entrance L1629; Elevation Detail Study 11 - Chester Road Stone Wall L1630;
Z1-TPM-G710-P1-XX-2291 101 P3 Landscape Layout;
Tree Survey of 24/08/2016 Z1-TPM-G710-PI-XX-2291-102 P1;
Tree Retention, Removal and Protection Drawing Z1-TPM-G710-PI-XX-2291-103 P2;
Z1-TPM-G710-P1-XX-2291 201 P2 - Landscape Layout;
Z1-TPM-G710-P1-XX-2291 301 P2 - Landscape Sections;
Design and Access Statement, including Waste Management Strategy, by OMI Architects;
Landscape Design Statement by TPM Landscape Ltd dated September 2016;
Ventilation Strategy Report by DM Design Consultants Ltd dated June 2016 Revision 1;
Television Desk Study Assessment and Baseline Survey by Pager Power dated July 2016;
Environmental Standards Statement by Element Sustainability dated August 2016;
Ecological Survey and Assessment by Erap Ltd dated December 2015;
Residential Management Strategy by Castlefield Developments (Manchester) Ltd;
Crime Impact Statement by Greater Manchester Police, Version A: 01/07/16;
Archaeological Desk-Based Assessment by Oxford Archaeology North;
Archaeological Evaluation - Written Scheme of Investigation Version 1.0 by Salford Archaeology dated 11/07/2016;
Phase I Desk Study and Preliminary Contaminated Land Risk Assessment by GeoAssist Limited dated October 2015;
Phase II Contaminated Land Risk Assessment by GeoAssist Limited dated March 2016;
Phase III Ground Investigation - Geotechnical Report by GeoAssist Limited dated March 2016;
Drainage and Flood Risk Strategy by Booth King Partnership Ltd 12703 Rev P6;
Volume 1 Environmental Statement by Deloitte LLP;
Construction Methodology & Programme by Castlefield Developments (Manchester) Ltd;
Noise Impact Assessment by Resource & Environmental Consultants (REC) Ltd dated 15 February 2016;
Transport Assessment by SK Transport Planning;
Technical Note by SK Transport Planning dated 12 September 2016;
Technical Note by SK Transport Planning dated 23 November 2016;
Framework Travel Plan by SK Transport Planning;
Wind Microclimate Study by BMT Fluid Mechanics;

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

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

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

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

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

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

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

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

(c) Provision for publication and dissemination of the analysis and report on the site investigation.

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

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

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

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

*Hours of site opening/operation;

- *Community Consultation Strategy, which should include details of how and when local businesses and residents would be consulted on matters such as out of hours works;
- * A Site Waste Management Plan,
- * Air Quality Plan;
- *A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- *The parking of vehicles of site operatives and visitors;
- *Loading and unloading of plant and materials;
- *Storage of plant and materials used in constructing the development;
- *The erection and maintenance of security hoarding;
- *Measures to control the emission of dust and dirt during construction;
- *A scheme for recycling/disposing of waste resulting from construction works;
- *Details of and position of any proposed cranes to be used on the site and any lighting;
- *A detailed programme of the works and risk assessments;
- *Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- *Details on the timing of construction of scaffolding,
- *A Human Impact Management Plan.

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

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

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

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

7) Prior to the commencement of development a programme for the submission of final details of the landscape and public realm works shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) The proposed hard landscape materials, including the materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building;
- (b) Any external lighting;
- (c) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (e) 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;

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

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.

8) Before the development hereby approved commences, a scheme to protect the water quality of the Bridgewater Canal during development and construction works shall be submitted to and approved in writing by the City Council as local planning authority. The details submitted shall indicate how the water and towpaths are to be protected from contamination from construction or other materials during the development and construction periods relating to the application proposal, how the scheme will be implemented, and how it will be managed throughout the development period.

Reason - In the interests of amenity and to protect the water environment, pursuant to policy DM1 of the Core Strategy.

9) 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.

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

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

11) a) The development hereby approved shall not commence unless and until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

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

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

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

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

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

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

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

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

14) 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.

16) The details of the approved scheme for the storage and disposal of refuse shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

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

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

18) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local

planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

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

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

" Surface water drainage

- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Capacity of inlet structures to deal with flash flood storm events and convey them into the on site attenuation should be assessed;
- o Hydraulic calculation of the proposed drainage system for 1 in 1, 1 in 30, 1 in 100 and 1 in 100 year plus 40% Climate Change.

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

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

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

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

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

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

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

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

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

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

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: 113617/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
Environment & Operations (Refuse & Sustainability)
Travel Change Team
Housing Strategy Division
United Utilities Water PLC

Canal & River Trust
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Pedestrians Society

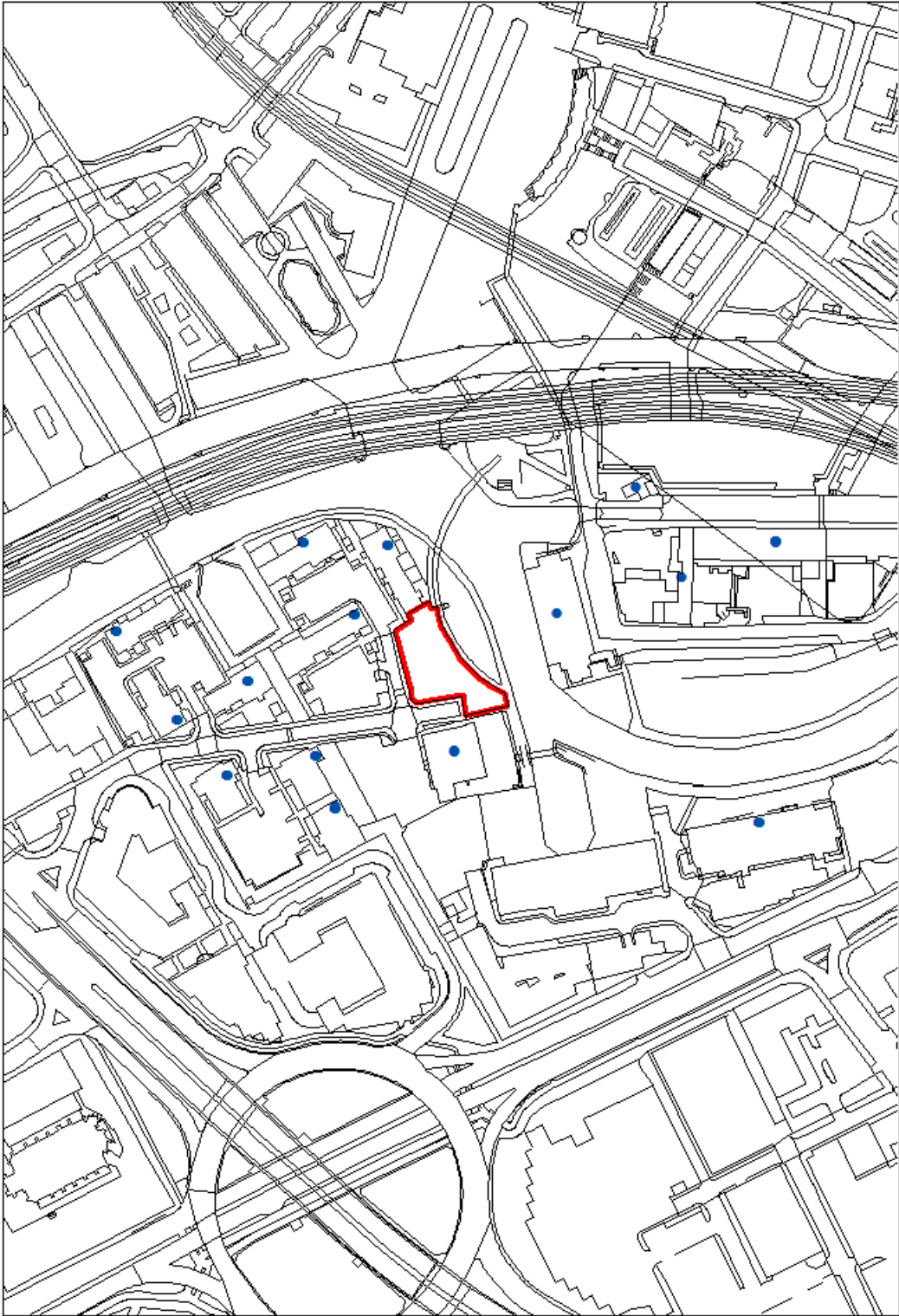
A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Housing Strategy Division
Canal & River Trust
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Address Not Supplied
Flat 7 Rochdale House, Slate Wharf, Manchester, M15 4SX
Flat 2, Ship Canal House, Slate Wharf, Manchester, M15 4SX
18 Sark Road, Chorlton-cum-Hardy, Manchester, M21 9NT
Address Not Supplied
Address Not Supplied
Flat 282,, Citygate., Castlefield, M15 4JJ
Apartment 203,, City Gate 2, 3 Blantyre Street, Manchester, M15 4EG
20 Cloughfield Avenue, Salford, Greater Manchester, M5 3PT
Address Not Supplied
48 Chevassut Street, Hulme, Manchester, BS32 8ED
115 Burton place, manchester, m15 4lr
116 Park Lane, Liverpool, L301Rw
Apt 14, 2 Waterfront, Openshaw, Manchester, M11 4AF
Apartment 184, 3 Blantyre Street, Manchester, M15 4EG
Apt 174, City Gate 2, 3 Blantyre Street, Manchester, M15 4EG
215 City Gate, 3 Blantyre Street, Manchester, M15 4EG
73 Worsley Mill,, 10 Blantyre Street, Manchester, M15 4LG
6 Bridgewater House, Slate Wharf, Manchester, M154SW
St Georges Island, Manchester, M15 4GS
132, Citygate 2, 3 Blantyre Street, Castlefield, Manchester, M15 4EB
45 Worsley Mill, 10 Blantyre Street, Manchester, M15 4lg
21 Rockdove Avenue, Manchester, M15 5EH
Knockaphunta, Westport Rd, Castlebar, Co Mayo, Ireland, F23D237
Apartment 1102, 1 Kelso Place, Manchester, M15 4LE
418 Timber Wharf, Manchester, m154ny
Apartment 108, Castlegate Apartments, 2 Chester Road, Manchester, M15 4QG
Flat 11, Medlock House, Slate Wharf, Manchester, M15 4SW
Flat 8, Ship Canal House, Slate Wharf, Manchester, M15 4SX

Flat 3, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 1, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 12, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 13, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 17, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 7, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 15, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 13, Ashton House, Slate Wharf, Manchester, M15 4SX
Flat 14, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 14, Egerton House, 2 Slate Wharf, Manchester, M15 4SY
Flat 2, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 4, Ship Canal House, Slate Wharf, Manchester, M15 4SX
Flat 1, Rochdale House, Slate Wharf, Manchester, M15 4SX
Flat 5, Bridgewater House, Slate Wharf, Manchester, M15 4SW
Flat 13, Medlock House, Slate Wharf, Manchester, M15 4SW
Flat 3, Ashton House, 21 Slate Wharf, Manchester, M15 4SX
21 Rockdove Avenue, Hulme, Manchester, M15 5EH
Flat 6 ship canal house, 25 Slate Wharf, Manchester, M15 4SX
224 City Gate 3, Castlefield, Manchester, M15 4JJ
6 Whalley Avenue, Sale, M33 2BP

Relevant Contact Officer : Lucy Harrison
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Email : l.harrison1@manchester.gov.uk



 Application site boundary  Neighbour notification
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