

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
114585/FO/2016	20th Dec 2016	9th Mar 2017	City Centre Ward

**Proposal** Erection of three residential buildings (Building 1 comprising 15 storeys plus plant space, Building 2 comprising 11 storeys plus plant space and Building 3 comprising 14 storeys plus plant space) to provide 351 residential units (Use Class C3) 117 x 1 bed, 218 x 2 bed and 16 x 3 bed) al with ground floor commercial uses (Class A1 (Shop), A3 (Restaurant and Cafe) and D1 (Non Residential Institution Use- Art Gallery) and new public space with related access, servicing, landscaping and associated works with parking for 254 vehicles, 224 cycles within 4 levels of existing basement car park. ,

**Location** Princess Street / Whitworth Street, Manchester, M1 3PE

**Applicant** , Urban & Civic (Princess Street) Ltd, C/o Agent

**Agent** Mr John Cooper, Deloitte, 2 Hardman Street, Manchester, M3 3HF

### **Site Description and Planning History, Background and Context**

The site is bounded by Whitworth Street, Princess Street, the Rochdale Canal, Regency House and Amazon House and measures 0.53 hectares. It is situated in a prominent location at the junction of Whitworth Street and Princess Street within the Whitworth Street/Princess Street Conservation Area. It has been vacant since 1993 and has previously been used as a car park.

A number of buildings in the area have been converted to apartments including Regency House, Amazon House, 3 Brazil Street and 42-44 Sackville Street, all Grade II Listed, as well as non-listed buildings at Bombay House, 61-63 Whitworth Street and Sackville Place. The locks on the Rochdale Canal are Grade II listed. Canal Street contains bars and nightclubs that are part of the 'Village'. Some buildings on the opposite side on Princess Street have been converted to commercial uses including the Grade II listed 52, 54 and 56 Princess Street. Other buildings along Whitworth Street have been converted to residential use including the Grade II\* Listed Lancaster House and India House.

The site is close to Piccadilly and Oxford Road Railway Stations, Metrolink, Chorlton Street Bus Station, Metroshuttle services and is served by a wide range of bus services to all destinations within Greater Manchester.

Planning permission was granted in 2007 (081209/FU/2006/C3) for a mixed-use development comprising a 12 storey hotel fronting the Rochdale Canal, a 6 storey office fronting Princess Street and a 15 storey residential building comprising 180 units fronting Whitworth Street. The buildings were arranged around a central public space with a four level basement car park. The hotel element was increased in height to 17 storeys in 2007.

Planning Permission was subsequently granted in January 2016 for a scheme comprising two residential buildings and a hotel, with ground floor commercial uses and new public space and associated works (110346/FO/2015/C2).

The applicant has reviewed the most recently approved proposal following further market testing in relation to the hotel, which has concluded that there is no market interest for a high quality hotel in this location. They have also reviewed and amended the palette of materials to ensure scheme viability and deliverability.

The form of development is constrained by the work that has already been completed on site including the four storey basement and the ground floor concrete slab. This has influenced position of structural columns, vertical circulation cores and the basement car park and circulation ramps.

### **Description of Development**

Permission is now sought for the erection of three residential buildings as follows:

Building 1 would be 15 storeys and located in the north west corner of the site facing Canal Street. It would provide 139 apartments with 59 one- 1 bed, 64 two-bed and 16 three-bed x 3 bed.

Building 2 would be 11 storeys and located at the junction of Princess Street and Whitworth Street. It would provide 95 apartments with 35 one-bed and 60 two-bed.

Building 3 would 14 storeys and located in the North East corner facing Whitworth Street. It would provide 117 residential units with 23 one-bed and 94 two-bed.

In total there would be 351 apartments with 117 x one-bed (33%), 218 two-bed (62%) and 16 three-bed (5%). Each building would have active ground floor units for Class A1 (Shop), A3 (Restaurant and Cafe) and D1 (Non Residential Institution Use – Art Gallery).

A number of minor changes to the approved scheme in addition to the change of Building 2 from a hotel to residential and changes to materials are also proposed as follows:

- A change to the internal floor structures of Buildings 1 and 3 would allow an additional level of residential accommodation to be incorporated without affecting internal floor to ceiling heights or the overall height of the buildings.
- The massing of Building 1 would be simplified with the upper floorplate cut back which would improve light and views to apartments within that block.
- The cladding would be simplified and the height would be reduced adjacent to Canal Street and Amazon House;
- The cantilever on Building 2 that previously extended over the central public realm space is omitted which simplifies the structure and facade design by creating two interlocking forms, as opposed to a block sitting over a block ;

- The height of building 3 would be reduced to Venice Street. The footprint would retain the same alignment and the distance to back of pavement and to the Canal would not change;
- The number of parking spaces in the basement has reduced to 254 from 273 and there would be 1 cycle parking space for each apartment;
- Glazed and textured brick would replace glazed terracotta as the main material. At ground floor the dark grey terracotta would be replaced with a textured dark concrete. The additional floor of accommodation necessitates an additional row of windows to buildings 1 and 3 and the building plan form would be adjusted to make the façades symmetrical;
- Minor changes to the landscaping scheme would include the omission of street trees following survey of existing services ; a revised central public realm layout (more greenspace and water feature removed (as this required a large amount of plant space which, could not be coordinated alongside the other infrastructure needed within the basement)); removal of access to the end of canalside terraces for security reasons; there is an intention to review the surface of Venice Street to revise it to bitmac.
- The height of Building 1 would be 90.2m AOD, Building 2, 81.2 m AOD and Building 3, 86.8m AOD. This compares with the (2016 approved heights of 90.3, 80.2 and 86.7 respectively.

The buildings would create a strong frontage to Princess Street, Whitworth Street and the Canal at the lower levels with the upper levels set back to relate to the eave and ridge lines of adjacent buildings.

The main material would be a mixture of red and buff, glazed and textured bricks which would form a profiled grid to each building. From a distance, this material would have a similar appearance to that of the consented scheme. The ground and first floor street facing elevations would have a textured dark concrete finish. On the upper levels, the brickwork would be lighter toned and glazed and on the lower levels it would have a natural finish. The reveals to the grid would be 337mm at the lower levels reducing to 215mm at the upper levels.

The proposal includes three key spaces with a terrace on the Canal frontage overlooking Canal Street, a central courtyard as a focal point for the development and an entrance space off Whitworth Street.

The entrance to the apartments would be from the central courtyard, which would be well lit and overlooked with 24 hour on-site concierge/management. The application includes around 1250 sq. m of restaurant and retail floorspace. These units would be targeted at independent restaurants and retailers to complement activity within the Village. This would not include bars. An art gallery may also be sought as a potential D1 use.

Vehicular access would be from Brazil Street and egress from Venice Street as previously approved. There would be no vehicular access to the central, landscaped courtyard space. 207 of the 254 car parking spaces would be for residents (60%) with the remaining 47 used for contract parking. 5% of the car parking spaces would be fully accessible. The 351 cycle parking spaces would be provided in secure double stacked spaces.

Two service bays would be provided, one on Whitworth Street and one on Venice Street for drop-off and servicing. Retail and restaurant deliveries would be managed and timed and the 24 hour, on-site management staff oversee and co-ordinate this process.

Purpose built refuse stores are included at ground floor within each building for the flats and commercial units will each have an individual refuse store.

#### Residential Bin Stores:

General Waste 36x1100litre bins  
Pulpable Paper/Card 10 x1100litre bins  
Co-Mingled Glass /Metal/Plastics 10 x1100litre bins  
Food Waste 8 x 2.4 litre bin

#### Restaurant Bin Store (within own demise):

General Waste 6x1100litre bin  
Co-Mingled Glass Metal/Plastics/ Cardboard 3x1100 litre bin  
Any additional food storage waste would be provided as part of the tenant fit-out requirements to ensure compliance with the Animal By Product Regulations – and this would be included in the tenant agreement to lease

Based on the above there would be 2 collections per week using a private contractor.

The apartments would be for market sale.

In support of the proposal, the applicant states:

- The proposal would deliver housing and meet an identified need within the City Centre;

The scheme has been worked up and costed in conjunction with a contractor, and a maximum guaranteed price contract is in place. Funding has been secured which requires the site to be delivered in a single phase.

- The ground floor activity would add vitality to the area. Careful management and flexible rents and lease terms should attract target artisan occupiers. The applicant aims to retain ownership and long-term stewardship to help ensure these units fulfil their potential.
- The applicant states that a previously developed, vacant, brownfield site, which has been earmarked for development for a number of years would be

regenerated. The potential of a site in a highly accessible location would be maximised and a form of development would be provided that responds to its context and local environmental issues. Economic benefits would include the creation of 182 full time equivalent jobs as well as construction jobs which would be targeted at local people where possible.

- A significant site would be developed in a manner that responds to the character and appearance of the area. The public realm would enhance and increase permeability in the area.

### **Consultations**

**Publicity** - The occupiers of adjacent premises were notified of the application and the development was advertised in the local press as a major development, affecting the setting of a listed building, affecting the setting of a conservation area and accompanied by an Environmental Statement. Site notices were placed adjacent to the site. 15 letters of objection and a letter from the Regency House Residents Association have been received.

The grounds of objection relate to matters of in relation to the design of the proposed buildings and the associated public realm, impact on regeneration and development viability, impacts on amenity / crime and disorder/ and highways and traffic impacts:

### **Design**

1. The proposed development is not good enough for this site a development of this type which is so out of context in scale with the surrounding buildings in this conservation area should not be contemplated;
2. Revised plans for this site can in no way be seen to either preserve or enhance the Whitworth Street Conservation Area. The previous plans did respond much better to the surrounding listed and heritage buildings with terracotta building materials to exterior facades. All gone in favour of generic brick slab like exteriors;
3. The elevation along Canal Street would be particularly depressing and monolithic;
4. The setting of this bland design amongst some of the most beautiful in the city will have a negative impact on the setting of those buildings and is disappointing;
5. The revised proposal (which seems to be driven by cost-saving) whilst some essential features are retained, overall there is a degradation in terms of the quality of appearance. For example, the facade is downgraded from the mullioned facade previously discussed with local residents, to a particularly unattractive flat and featureless brick facade, which is not worthy of this central Manchester conservation site (section 4.1.1 of the revised application);
6. The proposed development will completely eclipse the warehouses around it and destroy the character of the area forever;

7. How can the council agree to a scheme that will change the skyline so significantly, by building between 11 and 15 storeys in the centre of a residential heritage area?
8. With respect to the design itself, there has been minimal effort expended to blend the façade of each building to the existing heritage buildings. Indeed, the changes to the terra cotta elements exacerbate the developments inability to reference its surroundings;
9. Increase in number of permanent residents in this version will create an even heavier impact on use of amenities in the area with additional requirements for schools, doctors, dentists, public transport etc. How are these resource needs going to be met;
10. The proposal in 2015 went into great detail about the materials that would be used. Including much research into the current colours, materials and weathering of the buildings around the site. These are now being passed over for an alternative which disregards the aesthetic in this residential heritage area.
11. Residents are concerned that the changes in materials may indicate a reduction in the overall build quality and may be an indication of the developer's approach to existing residents and the neighbourhood;
12. The site should be no taller than the original site that existed over 20 years ago or to the average height of the surrounding buildings rather than the height of Lancaster House's turret;
13. The front tower at the corner of Lancaster 80 should be the highest elevation in the area, whereas this design matches its height.
14. The design should step back the building on the Whitworth Street and Canal Street sides more with less sheerness on all 3 sides;
15. The design will result in Shadows being cast onto Canal Street, Brazil Street/Sackville Street and Whitworth Street as well as Princess Street and Sackville Gardens. For many years the surrounding buildings are bathed in beautiful golden sunlight and this will now come to an end. The gardens will be dark in the late afternoon and the area will be cold without the sun's warmth;
16. While it is inevitable that something be built on this land, the sheer size of these buildings feels very much like the developers are simply aiming to maximise income (i.e. number of flats) with no consideration for the surrounding area using the claim that the area has 'Canyon like streets' to justify their position.
17. While the area does have high buildings, they are all built to a similar height, thus maintaining the historic city feel that is appropriate for this conservation area. Building such large edifices may detract from this area of the city for those with an interest in Manchester's industrial heritage.

18. Wind factor and cold facade. The buildings have a sheer facade which is out of keeping with the area. What's the wind trap factor here;
19. It is also concerning that the entire Ground Floor plant and waste accommodation is directly facing the street via full height ventilation panels which in themselves are a catalyst for segregation and criminality by their own nature, noise and higher than normal air flows.;
20. Venice Street is very much being treated as a service road and therefore susceptible to be a place for loitering and drug dealing and prospectively an unsafe area. The location of the Building 3 concierge so that passive supervision can be exercised onto Venice Street, is understood but the reality is that the street will be used almost exclusively as a traffic way-out from the development and a waste collection point;
21. Omitting the hotel undermines the original mixed use concept (office-hotel-residential) and therefore reduces significantly the vibrancy and cosmopolitanism that would make this development and the area attractive;
22. The amount of glazing to the residential units has been reduced making the buildings look much heavier; whilst solid and heavy buildings are one of the great qualities of this Conservation Area, these new proposed buildings require more of lightweight quality on them to soften up their scale and so that their giant presence in the streets does not overwhelm the Conservation Area jewels.
23. In the planning application dated Jan'16 the profiled glazed terracotta panelling system has somehow made the proposed development massing acceptable in the sense that the glaze in itself provides an immateriality to the otherwise brutal volumes and it was also a modern and ironic wink to the surrounding Victorian buildings - it was overall a refined and thoughtful façade design. The current proposal to replace the terracotta glazed panelling with brick lacks the subtlety, elegance and prestige that is required for such a Conservation area,
24. Whilst the Jan'16 submission created a clear division between front-of-house and back-of-house by allocating the expensive materials at the front (another wink to what Victorian architects used to do), the current proposal obliterates such a division by specifying brick throughout the complex that does not suit such a high profile city centre space because (a) it evokes out-of-town developments, (b) the fenestration repetition and modulation is more Georgian in spirit than Victorian alongside with the omission of any decorative motives from the façade treatment and (c) it looks like buildings where design has been driven by economics.
25. Planners and the design and construction teams should seriously think about this resubmission and go to back-to-principles questions: shall public realm be omitted altogether, i.e. do we really need more (privately owned) public open space in Manchester City centre?
26. Materials. The site was meant to be using premium materials and this has now been downgraded to brick slab which isn't in keeping with the conservation area's high quality building materials. How is this preserving or enhancing the area;

## Impact on Regeneration / Viability Issues

1. There are concern about the viability of the ground level retail units onto Whitworth Street and two restaurant-type units facing the Canal. How can these survive beyond a possible short-term subsidy from the developers. Footfall is low, and the units are tucked away and poorly visible. Plus there are plenty of other options in the area, many of whom are struggling already. We would like to hear suggestions for other uses of ground floors as arts or hot-desking space as is a growing trend, and more hotel or apartment facilities at ground floor so the units don't sit empty;
2. The present resubmission appears to be founded in some sort of serious miscalculation by the developers, resulting in the need for a lot of cost-cutting (cramming in extra flats, lowering ceiling heights, reducing the external visual amenity of the development through changes in the facade). One wonders how MCC can continue to trust the developers to deliver their promises after making such elementary errors about the market in Manchester? The result in the resubmitted application is a development that is even less suited to the site than its previous incarnation;
3. Where's the hotel gone? Do we need more 1 bed and 2 bed rentals when other sites are still sitting empty? There's a risk to devaluing existing apartments surrounding the site as that's surely to happen?
4. More struggling restaurants -.Do we need more average restaurants? We have some great restaurants in the area. Do we really need two more that will have low footfall and have to bring about unnecessary and artificial competition to the area's established restaurants. The competition won't be fair because the new restaurants will be subsidised. If the establishments brought something unique and new that might be a different issue; the developers seem to feel it is sufficient to say that they are 'confident' that they will attract business. A number of local businesses are all within 1 minute walk of the proposed site have failed in the last year and with the number of other businesses in the area together with the forthcoming development of the Kampus area and London Road fire station further issues with retaining businesses in this area are likely;
5. Were there not any cost consultants involved in the Jan'16 submission? Or shall we always expect that a new re-resubmission is logged in the near future? Apart from aborted time that these resubmissions entail, analysing, costing and making a design affordable is not being achieved by the applicant and therefore the trust element should be taken out of the equation in relation to this proposal. Socio-economical data can be predicted and contingency figures and reserves accounted for in cost plans and it looks like the whole strategy has failed because a proposed scheme has been deemed unaffordable. Political uncertainty of 2016 cannot justify this re-submission as there hasn't been an economical deterioration to justify it;
6. The cheapening of execution and type of materials compared to the previous applications, a testament to the lack of viability of the scheme;



7. No affordable housing is being included and would be very welcomed as well as small portion of student residential

### **Amenity / Crime and Disorder**

1. The noise attenuation proposals are inadequate. It would be unsafe for the Council to make a decision based on them. The residential flats should be re-designed so that there are no openings in the flank walls facing premises on Canal Street and the bedrooms are not located on the Canal Street side of the development;
2. Refuse collection from bin store on Venice Street will disturb neighbours during night;
3. It is common for customers to queue to enter venues on Canal Street and they do so along Abingdon Street between Canal Street and Richmond Street. This street is directly opposite the space between Building 1 and Building 2 of the Proposed Development. There can be up to 100 people in the queue at any one time during busier nights such as Pride, New Years' Eve and Halloween and generally around 50 people on a regular Saturday night. There are also external a smoking areas adjacent to the side of the building which faces into Canal Street and is likely to be visible from any windows facing onto Canal Street in Buildings 1 and 2. Section 2.2 of the Acoustic Planning Report (the "Acoustic Report"), refers to premises approximately 20m from the Proposed Development boundary which are unscreened from the Site and there is potential for noise and disturbance from amplified music and customer conversation. It is apparent from the Acoustic Report that the noise emissions from operators of venues on Canal Street have the serious possibility of leading to noise complaints from residents, particularly, as the noise is louder later in the evening on both weeknights and at weekends. The revised Application, which adds a further 113 additional apartments is only likely to exacerbate the risk of such complaints which may put those businesses at risk;
4. The conclusion of the Acoustic Report is that the impact of noise levels on the Proposed Development can be controlled through sound insulation performances. However, the proposed façade and glazed insulation requirements do not appear to take account of the additional noise which will be generated from use of the courtyard for the commercial operations of the Proposed Development or the noise egress from those commercial premises themselves;
5. The layout of the proposed residential units as set out in Appendix C of the Acoustic Report would suggest that each of the apartments in Building 1 will have a bedroom which faces onto Canal Street. In addition the Drawings for the North Elevation of Building 1 show that each apartment will have at least one top hung window which can be opened onto Canal Street.;
6. It is unrealistic that occupants of the development will only open windows for purge ventilation and rapid summertime cooling as the Acoustic Report suggests at sections 5.3.2 and 5.3.3 and it is more likely than not that the windows will be open for significant periods of time during the summer months when businesses

on Canal Street are at their busiest and the outside areas are most use. As a result there is a high likelihood that the residential apartments will be impacted by the noise generated by existing local businesses. The current noise attenuation measures are therefore not adequate to address the issue of noise and as such more effective attenuation measures will need to be recommended and included as a condition to any planning consent;

7. Given that the current noise attenuation measures are inadequate any planning permission granted should contain, as a minimum, a condition that any residential flats are re-designed so that the bedrooms are not located on the Canal Street side and there are no openings in the flank walls facing Canal Street;
8. The proposed development will not be able to meet the advice set out in paragraph 123 of the National Planning Policy Framework, which requires any planning decision to "avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development."
9. Acoustic Report Assessment - Methodology - the methodology adopted in the course of carrying out the Acoustic Report is flawed for the following reasons:
  - Noise measurements taken between the hours of 22:38 – 22:48 on one weekday (Tuesday 30 June 2015) and until no later than 01:00 for a venue with a 04:30 (every night, excluding Saturday) and 08:30 (Saturday) licence is not a sufficiently broad time frame, nor carried out at the appropriate hours, to accurately reflect the highest level of noise that could be generated in the area. At these times on Friday 26 June and Friday 11 March, it is unlikely that venues would have reached their full capacity which happens between 01:00 and 02:00, and therefore the level of noise in respect of both people talking/shouting outside, and music breakout, would not be at a maximum.
  - No noise assessments were carried out on Saturday night when the venues have a licensed closing time of until 08:30 and is the night on which the capacity is generally at its highest.
  - Due to the nature of the local area (i.e. busy main road, availability of public transport throughout the night, shops, restaurants and bars), background noise is constantly changing and will vary significantly depending on the time of the day. A reading of road traffic noise measurements cannot be accurately ascertained by an assessment carried out during the daytime only. The likelihood of noise provoking complaints is assessed by subtracting the background noise level from the rating noise level. To rely on an inaccurate reading of background noise will impact upon the assessment of the effect of noise, when background noise is subtracted from the rating noise level.
10. Measurements in the Acoustic Report were chosen to be representative of the background noise levels experienced at the nearest existing residential premises. However, no such premises were located on Canal Street in the proximity of Building 1.

11. An assessment of rating noise against background noise should be based on an average of readings taken over a greater period of time, to accurately reflect the environmental conditions of the locality and, in particular, the times at which the venue is at its busiest in order to ensure the additional background noise is also taken into account;
12. I would be concerned if new bars were to be opened on Whitworth Street, east of Samuel Ogden Street, as residents of Granby Village would be bound to see an increase in drunken revellers using Venice Street as a shortcut or as a place to congregate. This would be a nuisance both because of the noise and because it could be intimidating for residents.

### **Sunlight / Daylight and Overshadowing Impacts/ Privacy and overlooking**

1. The angle of direct sunlight will mean that some flats and businesses including leisure spaces e.g. bars and cafes will receive direct sunlight later in the day than currently, or be cut off from it earlier in the day than currently including the westerly section of Canal Street; a precise report on this impact based on the designs needs to be provided;
2. The application contains inadequate sunlight/daylight analysis. The previous submission by Urban and Civic contained a highly selective sunlight/daylight report (paras 4.110 onwards of the original tall building report). A number of properties, including at 63 Bloom St which take daylight, and significant direct sunlight from the S/E, over the site have not been considered at all;
3. The building would significantly intrude on the levels of light to residents on the Venice Street side of Regency House – this was previously minimised by the proposed development being cut away in this location;
4. There will be a loss of natural light in many apartments in the neighbourhood, for which compensation to freeholders is due irrespective of Right to Light legislation.
5. The angle of direct sunlight will mean that some flats and businesses including leisure spaces e.g. bars and cafes will receive direct sunlight later in the day than currently, or be cut off from it earlier in the day than currently, including in the latter case my own flat and the westerly section of Canal Street;
6. Loss of light, overshadowing and loss of privacy for adjacent businesses would lead to negatively impacts on the ability to attract customers and could result in reduced income which puts the business at risk;
7. Some of the proposed apartments (all with full length windows) will overlook existing apartments that are directly in front of our apartment. The council should require the developer to introduce design elements (such as etched windows, opaque treatments, mirror effect glass, or half windows) which could mitigate the loss of privacy for adjacent residents;

8. The buildings will be at least double the height of the surrounding buildings and will totally block off all the natural light.

### **Highways and Traffic**

1. Concern about the potential impact that the Proposed Development is likely to have on the operation and servicing of adjacent well established local businesses;
2. Brazil Street, noise, traffic fumes and disruption. Brazil Street has been a quiet cobbled side street for many years. The new site will mean that Brazil Street will now become a main road with heavy traffic. This will result in increased fumes for ground floor apartments which will be a health issue. The area at weekends can be quite chaotic as Sackville Street is closed on the corner of Brazil Street, this is only going to get worse with additional access required to the new site. Currently Sackville Street has a very limited flow of traffic and the traffic management and flow is going to be an issue;
3. It would make more sense to have access via Princess Street which is already busy, not a small cobbled street which is already at saturation point. 42-44 Sackville Street has a car park for 10 small cars. Whitworth House also has a similarly small car park. We are about to jump from around 20 cars to 250+ this is a massive increase in traffic volume. There's mention of 628 daily arrivals and 651 departures is off the scale. This level of traffic is just not realistic The increase in traffic volumes and fumes will greatly reduce the quality of living,
4. Provision for vehicular and pedestrian access to businesses on Canal St needs to be retained. It is likely that as a result of the proposals this clearway will be jeopardised and there will be potential for breach of health and safety obligations should any vehicles be parked adjacent to or in the environs in a manner which obstructs such exits at times during which it is open.
5. The proposed works traffic will result in a significant amount of increased HGV traffic in the area. When coupled with the additional traffic from Site staff this will place a significantly heightened burden on local road facilities. Further, the additional 254 cars which will be using the surrounding roads also have the potential, on a permanent basis, to disrupt essential deliveries to local businesses;
6. Any planning permission that is granted would need to include the following conditions: (1) during the construction process, no HGVs involved in the construction would be able to park on Richmond Street or Canal Street or pose a threat to the safety; (2) access to and egress from the Development Car Park is not via Canal Street; (3) neither the Proposed Development's residents nor commercial operators, nor their staff may park on Canal Street or Richmond Street in a manner which could cause disruption (4) no Site services (including waste removal) take place on or in the environ of Canal Street and no residents or commercial operators are permitted to leave waste outside adjacent businesses.

## Other

1. Some local businesses were not made aware of the 2015 pre-application consultation event nor did they receive a notice from MCC in respect of the previous planning application;
2. Surely new developments shouldn't have a negative impact on longstanding existing developments;
3. Why haven't the residential buildings on Brazil Street (Brazil House, 42-44 Sackville Street, Whitworth House) been included in the receptors element of the emissions report for the car park? A further study should be taken including the residential buildings especially on Sackville Street, Brazil Street and Venice Street;
4. There's a huge risk that the apartments will be bought by foreign landlords which potentially might mean that many of the apartments will be left empty, or see a huge shift in renters to the area.
5. What's happened to the high end restaurants, butchers, artisan shops etc...
6. Furthering Community Spirit are there any plans for Gay Village related uses as previously raised in discussions about the former plans? How does this site fit into the identity of the area? What's the contribution to the community?
7. There is a conflict of this scheme with the nature of the gay village by not currently having any amenities that would be part of it. No reassurance is provided by statements about the nature of future occupancy of the retail or other spaces that are either outside Union and Civic's control, or may go against the commercial interest of their investors. A quota needs to be set for gay related use being made available at low rent within the proposed scheme.
8. The developers should make a multi-million pound contribution to gay-related community welfare and health charities to benefit the community that they propose to intrude and make profits at the expense of;
9. Remedial measures to mitigate impacts on TV reception could be costly and should be borne by the developer;
10. Levels of cycle parking need to more adequately reflect the number of residents rather than number of flats as inadequate storage facilities are one of the main factors which discourage this form of transport;
11. If Manchester is a green city we need to see some use of green technology and green planning and green architecture on this site;
12. Venice Street is a private road and used as a public car park with RHRA would regret losing;

13. Historic England should be consulted about changes to the 'setts' on Brazil Street and Venice Street.

Manchester Conservation Areas and Historic Buildings Panel – As the revised scheme is considered to be substantially the same as the 2016 approval in design terms barring the change of principle external material The Panel have not been consulted on this proposal but commented as follows on that scheme:

The Panel felt that the proposal was a good solution to the site and had some acceptance of the canal frontage and the parapet height of the adjacent building.

They welcomed the large amount of public realm and thought that the fundamental principles are good and the cluster of buildings relates back to the original grain. They also thought that the uses would help enliven the space.

They support the lighter material used on the inside elevation, as a reference to Manchester lightwells and courtyards, but wonder if this would undermine the solidity of the buildings and be too gimmicky.

They had some reservations about the expression, depth and modelling of the façade and the design has no readable hierarchy. A stronger ground floor level would be preferable.

They were not convinced by the elevational treatment at lower level where the lowest level of the centre section of the elevation is of a different treatment and colour in an attempt to match in with the ground floor. They felt that the mid portion should be consistent in colour and materials and provide a clear distinction between the elevational elements of ground and upper floors.

The Panel raised some concerns over the 'kink' in the building on the Princess Street block and suggested pulling this back to allow more visibility of the adjacent building roofline. They welcomed the restoration of the 'canyon' effect to Whitworth Street.

**Historic England** - Have stated that the application should be determined in accordance with national and local policy guidance, and on the basis of the Councils specialist conservation advice

**The Head of Neighbourhood Services (Highway Services)** - Has no objections but has recommended conditions in relation to the control of the car park access and egress and in relation to the need for a service management strategy for the Whitworth Street layby.

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

**Head of Regulatory and Enforcement Services (Contaminated Land )** - Notes the remedial works previously carried out on the site as a result of the part

implementation of the 2007 consent. They recommend conditions which require: the recommendations contained in the remediation strategy are implemented; a watching brief is undertaken; and, the submission of a report to validate the work undertaken. The submitted Air Quality mitigation measures are acceptable and the implementation of the recommended measures should be a condition of any consent granted.

**Strategic Housing** – Have raised doubts about whether an affordable housing contribution would be viable on this site as they would not want social housing in this location. They state that shared ownership housing might be appropriate but experience in the last few years suggests that mortgages are hard to access for prospective purchasers, and often service charges make it difficult for registered providers in locations like this. Therefore, should it be financially viable a commuted sum would be appropriate.

**Canal and River Trust** – Have stated that the proposal is an acceptable response to the canalside. The Trust consider that the soffit should provide a two storey space over the canalside which would make it more attractive and useable. Development at the northern end of the site is overly contained with the proposed glass balustrade almost forming a curtain wall to the canal in this location...

The Trust wish to be consulted on the detail of the public space to ensure that there are visible edges to the canal corridor and recommend conditions in relation to lighting, the glass balustrade, flood risk, the structural integrity of the canal and water quality.

**Greater Manchester Ecology Unit** - Have no objections but noted the removal of the water feature, a reduction in the amount of planted greenspace and the removal of tree planting from Whitworth Street. They recommended that the provision of additional soft landscaping, incorporating features which encourage biodiversity, is explored.

**Wildlife Trust** - No comments received

**Greater Manchester Archaeological Unit** – Are satisfied that the proposal does not threaten archaeology and conditions are not required.

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

**Greater Manchester Police (Design for Security)** - Have no objections subject to the recommendations of the submitted Crime Impact Assessment being fully implemented as part of the development.

**Transport for Greater Manchester** - Have no objections but have recommended that a condition is attached to any consent granted that requires the submission and approval of a full Residential Travel Plan.

**Flood Risk Management Team** – The drainage systems should prevent surface water run off and sustainable urban drainage principles including their future management should be explored. They recommend conditions to agree and verify the achievement of these objectives.

**United Utilities** -Have no objection but have made comments in relation to drainage and water supply and have recommended that specific conditions are attached to ensure that no surface water is discharged either directly or indirectly to the combined sewer network and that the site is drained on a separate system, with only foul drainage connected into the foul sewer

## **Issues**

### **Local Development Framework**

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

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

### **Saved UDP Policies**

In addition to this, a number of UDP policies have been saved and the proposals are considered to be consistent with the following saved UDP policies DC 10.1, DC18.1 DC19.1, DC20 and DC26 for the reasons set out below.

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

The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of its policies:

**SO1. Spatial Principles** - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

**SO2. Economy** - supports a significant improvement of the City's economic performance and the need to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction and would provide housing near to employment opportunities.

**SO3 Housing** - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to address demographic needs and to support economic growth. The growth of Manchester's population by 20% between



2001 and 2011 demonstrates the attraction of the city and the power of its economy within the region. This has allowed the economy to grow which requires the provision of well located housing to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

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

S06. Environment - the development would protect and enhance both the City's natural and built environment and ensure the sustainable use of natural resources which would help to:

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

### **Relevant National Policy**

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

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

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

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles) - The proposal would develop a currently underutilised, previously developed site and provide a high-quality development. The development would be highly sustainable and consistent with the aim of bringing forward city centre living alongside economic and commercial development within the Regional Centre, which would reduce the need to travel. This would create employment during construction with permanent employment in the ground floor units and therefore assist in building a strong economy. It would complement a well established community and contribute to the local economy through the use of

facilities and services by residents. The development would help to create a neighbourhood where people would choose to live, work and visit by enhancing the built and natural environment and creating a well designed place that would both enhance and create character.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - The proposal would contribute to the creation of a neighbourhood which would help to attract and retain a diverse labour market. This would support GM's growth objectives by delivering appropriate housing to meet the demands of a growing economy and population. This would be adjacent to a major employment centre in a well-connected location and therefore would assist in the promotion of sustained economic growth.

The applicants envisage that the proposed ground floor uses would support the existing uses in the area. Independent shops and restaurants would complement the Village. Flexible lease structures would give local entrepreneurs the opportunity to occupy space.

NPPF Section 4 Promoting Sustainable Transport, Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity and Need - The proposed development is in a highly accessible location in close proximity to both Piccadilly and Oxford Road Stations which provide direct connections to the Airport and other UK Cities. Metrolink and Piccadilly Bus Station are within walking distance. The proposal would contribute to wider sustainability and health objectives and give people a real choice about how they travel and help to connect residents to jobs, local facilities and open space. It would help to improve air quality and should encourage modal shift away from car travel to more sustainable alternatives. The development would also include improvements to pedestrian routes and the pedestrian environment which would prioritise pedestrian and disabled people, cyclists and public transport. Whilst the site is in a highly accessible location in relation to public transport, the car park has been implemented and would complement the transport choices available at this site as part of a balanced approach to sustainable transport provision and infrastructure.

NPPF Section 6 (Delivering a wide choice of high quality homes), Core Strategy Policies CC3 Housing, Policy H1 Overall Housing Provision, Policy H8 - Affordable Housing and Policy CC10 A Place of Everyone - The proposal would provide an efficient, high-density development in a sustainable location within the heart of the City Centre within part of the City Centre specifically identified within the Core Strategy as a key location for residential development. The apartments would appeal to a wide range of people from single people and young families to older singles and couples. The scheme would provide a range of accommodation sizes and types and help to create sustainable, inclusive and mixed communities within this part of the City Centre.

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

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

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

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

The ground floor commercial uses would, along with the residential uses proposed would, be an appropriate mix of uses and would provide additional facilities for local residents and businesses; subject to appropriate control of in terms of the hours of operation and the need to deal satisfactorily with noise, fumes, smells and storage and disposal of refuse.

NPPF Sections 7 (Requiring Good Design), and 12 (Conserving and Enhancing the Historic Environment), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), CC9 Design and Heritage, EN3 (Heritage) and saved UDP Policies DC18 (Conservation Areas), DC19.1 (Listed Buildings) and DC20 (Archaeology) -

This is a high density development that would represent an efficient use of land and is considered to be appropriate to its context. The proposal would be classified as tall within its context. It would be of a high quality and would help to raise the standard of design in the area. It has the support of Historic England. The proposal would be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits whilst its integration into the natural and built environment would improve connections with local communities.

The proposal involves a good quality design, and would result in development which would enhance the character of the area and the overall image of Manchester. The design responds positively at street level and provides public realm which would result in improvements to the City's permeability. The positive aspects of the design are discussed in more detail below.

A Tall Building Statement submitted with the application identifies key views and assesses the impact of the proposal upon them. It also evaluates the proposals relationship to its site context / transport infrastructure and its effect on the local environment and amenity. This is discussed in more detail below.

The application submission includes a Heritage Appraisal, Visual Impact Assessment and NPPF Justification Statement, which demonstrate that it would preserve and enhance the character and significance of the Conservation Areas and have a

beneficial impact on the visual appearance of the surrounding area, thus ensuring compliance with this policy. The Heritage Statement and NPPF Justification Statement demonstrate that the proposals would not result in any significant harm to the setting of surrounding listed buildings and that the quality and design of the proposed building would sustain the heritage value of the identified heritage assets. This is discussed in more detail below.

In terms of the NPPF the following should also be noted :

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

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

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

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

Paragraph 141 - Provides advice on the requirements for building recording and publication of information.

The compliance of the proposals with these sections is fully addressed in the report below.

Archaeological mitigation has been addressed through the works associated with the partial implementation of the 2007 approval as detailed above.

Section 10 Meeting the challenge of climate change, flooding and coastal change, Core Strategy Policies EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon) EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies), EN 8 (Adaptation to Climate Change), EN14 (Flood Risk) and DM1 (Development Management- Breeam requirements) -The application site is in a highly sustainable location. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to

promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation. The proposed development would follow the principles of the Energy Hierarchy to reduce CO2 emissions. The application is supported by an Energy Statement, which sets out how the proposals would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies.

The site is located within Flood Risk Zone 1 and meets the DLGC criteria for consideration of the provision of a sustainable urban drainage system.

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

An Ecology Report has concluded that there was no conclusive evidence of any specifically protected species regularly occurring on the site or the surrounding areas which would be negatively affected by the development following the mitigation proposed. The development would be highly accessible by all forms of public transport and would reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

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

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

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

Policy DC10.1 Food and Drink Use - The proposals could include a new restaurant, These facilities would be of a small-scale and are appropriate within this location

DC22 Footpath Protection - The proposals would reinstate pedestrian connection routes through the site which have been inaccessible for a number of years. The development would also improve pedestrian routes within the local area through enhanced planting and repaving. In addition, the development incorporates additional waste storage facilities which would result in existing bins (for neighbouring facilities) being removed from pavements.

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

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

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

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

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;

- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

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

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

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

The application site lies within the area identified in the document as The Village noted as the home to one of the most concentrated clusters of independent businesses within the city centre. The Plan identifies the redevelopment of the former Origin site, on the Princess Street and Whitworth Street corner as a key priority as this will be key to diversifying the area's offer and strengthening functionality and linkages with other parts of the city centre.

Another priority is the maximisation of the use of the area's assets, particularly the canal towpath and Sackville Gardens, to enable them to strengthen the daytime offer and provide a more varied night-time offer.

The need to develop and create stronger links with neighbouring areas, as part of considering the future role and offer of the area, including the Kampus development is also identified.

The area is situated close to a key city centre gateway location and benefits from excellent transport connectivity. Piccadilly and Oxford Road Stations, Metrolink and bus stations all sit close adjacent to the site and improved pedestrian linkages through the site to these will be provided as part of the development.

Redevelopment at the site of which this application forms part would provide a unique opportunity to secure the next phase of this area's transformation. It would build upon initiatives that have already secured improvements to Piccadilly Gardens, Piccadilly Station and the surrounding environs but which have yet to deliver the full potential of the area, particularly as new opportunities emerge from the plans to deliver HS2 to Manchester, as part of the approved nearby Kampus development and as part of The University of Manchester's plans to vacate their North Campus.

The current proposals would deliver a number of key priorities for this area:

- Delivering development on the former Origin site and diversifying the area's offer;
- Providing new, high-quality areas of open public realm.
- Ensuring the delivery of linkages to surrounding development areas and neighbourhoods, including Corridor Manchester, Piccadilly, Mayfield and the Village.

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

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

In the wake of the transformational Devolution Agreement in November 2015, which provided a framework for new housing related powers and a £300m recyclable housing fund for Greater Manchester, an updated Residential Growth Strategy was endorsed for consultation by the Council's Executive in November 2015 and thereafter formally adopted at the March 2016 Executive. The Strategy sets out a number of housing growth priorities to meet the City's ambitions for sustainable growth in terms appropriate locations, type, quality and sustainability credentials as well as anticipating 25,000 homes will be built over the next ten years from 2015 until 2025.

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



Central Manchester Strategic Regeneration Framework - This Strategic Regeneration Framework sets a spatial framework for Central Manchester within which investment can be planned and guided in order to make the greatest possible contribution to the City's social, economic and other objectives and identifies the Southern Gateway area, within which the Site sits, as one of the main opportunities that will underpin the Framework, which is extremely important for Central Manchester, the city as a whole and the surrounding area.

The application proposals will contribute significantly to achieving several of the key objectives that are set out in the Framework, as follows:

“A renewed urban environment”

- the developments which will comprise new buildings and public realm of exceptional design quality, which will in turn transform the character of the site and have a positive impact on Central Manchester as a whole relationship between Central Manchester, the City Centre and other key employment areas”
- the development will significantly enhance connectivity between the wider Masterplan site, the City Centre and other surrounding areas particularly through the resultant increase in footfall, thus assisting in the future growth and regeneration of these areas.

“Making Central Manchester an attractive place for employer investment”

- in providing residential accommodation, the development will

“Changing the image of Central Manchester”

- in addition to the high aesthetic design quality of the proposed buildings and the public realm, the development will help create the “sense of place” on the Masterplan site so that it becomes a recognisable heart of a distinctive new neighbourhood that has a positive impact on the image of Central Manchester as a whole.

Stronger Together: Greater Manchester Strategy 2013 - This is the sustainable community strategy for the Greater Manchester City Region. It was originally prepared in 2009 as a response to the Manchester Independent Economic Review (MIER) which identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. This sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

The prospectus acknowledges the urgent need to build more new homes for sale and rent to meet future demands from the growing population and to address undersupply. The core principle running through the document is that there is a requirement to build more new homes in order to support future growth and the Council is actively looking to adopt measures to enable this. The proposals represent an opportunity to partially address the requirement through bringing a site to market that had previously stalled during the recession.

## **Conservation Area Declarations**

### **Princess Street / Whitworth Street Conservation Area Declaration**

The Princess Street / Whitworth Street Conservation Area has been designated as a Conservation Area as it lies at the heart of Manchester's business and commercial district and to preserve and enhance the impressive grandeur of this part of the City historically associated with major banking, insurance and other financial institutions for the North of England. The area today is remarkable for buildings which whilst of a variety of architectural styles stand well together. The area was designated in November 1970 and extended in June 1986.

The Whitworth Street/Princess Street Conservation Area was designated in 1974 (extended in 1985). Its physical form is established by the wealth of Victorian and Edwardian buildings erected between 1850 and 1920. They reflect the historical importance of the textile industry in the city and provide the most distinctive element in the Conservation Area streetscape. The buildings vary in size and range from six to seven storeys and are characterised by having rich and deeply modelled front facades in brick and/or terracotta, whilst the rear was almost entirely glazed either in a vertical plane or a stepped configuration. Although the area is no longer connected with the industry, the architectural building style associated with textile industry remains largely intact in the area should be noted that the area does contain many substantial buildings, such as the Former Refuge Assurance Offices (Palace Hotel), UMIST, India House, Asia House and Lancaster House. The height of the warehouses give the area it's most obvious physical character of a 'canyon' like atmosphere. These buildings all have large floor plates and contain substantial amounts of floorspace and are indicative of substantial buildings have been a characteristic of this area for many years.

### **Legislative requirements**

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

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

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

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

### **Environmental Impact Assessment**

An Environmental Statement (ES) was submitted with the approved 2016 application This ES has been updated and includes supplementary appendices and is re-submitted in full in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations (as amended 2011) and Circular 2/99 ('The Regulations').

The Proposed Development is an "Infrastructure Project" (Schedule 2, 10 (b)) as described in the EIA Regulations. The Site covers an area of approximately 0.53 hectares, but is above the indicative applicable threshold of 150 residential units. It has therefore been identified that an EIA should be carried out in relation to the topic areas where there is the potential for there to be a significant effect on the environment as a result of the Development.

A formal EIA scoping request was submitted to Manchester City Council 18<sup>th</sup> September 2015 for the 2016 approved application. No such request has been received for this application but the scope of the updated statement is considered to be appropriate in the context of the amendments to the 2016 approval.

The EIA has been carried out on the basis that the Proposed Development has the potential to give rise to significant effects on the environment.

In accordance with the EIA Regulations, this ES sets out the following information:

A description of the Proposed Development comprising information about its nature, size and scale;

- The data necessary to identify and assess the main effects that the Proposed Development is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the Proposed Development's possible impact on human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;

- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

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

## **Issues**

### **Principle of the Proposed Use and the Scheme' Contribution to Regeneration –**

The contribution that a scheme would make to the regeneration of Manchester is an important consideration in the evaluation of this application. The City Centre is the primary economic driver in the Region and is crucial to its longer economic success. There is an important link between economic growth, regeneration and the provision of new housing. The new wave of economic and population growth is now underway and a key part of this process is the provision of new housing.

An additional 60,000 new homes are expected to be required over the next 20 years (3,000 per annum) and the proposed development would contribute to meeting that need within part of the City Centre which has been identified as being a suitable location for additional residential development. The quality and mix of the product and the size of the apartments have been designed to appeal to a range of potential occupiers.

The housing proposed would be consistent with a number of GM Strategy's key growth priorities. It would deliver homes that would meet the demands of a growing economy and population, in a well-connected location within a major employment centre. It would therefore help to promote sustainable economic growth.

The proposal would deliver high quality buildings and regenerate a previously developed vacant site. It would complement adjacent regeneration initiatives and be consistent with the City Councils Residential Growth Prospectus. It would mainly provide 2 bed apartments and would help to diversify the City's overall offer in addition to making a significant contribution to identified demand for new residential development in the City.

The redevelopment of the site is a key priority which would help to diversify the area's offer. Previous approvals have included a broader mix of uses, including a hotel. The applicants have actively marketed the site for that purpose and details of the marketing strategy are included in the submission. However, despite there being some initial interest, it has not been possible to secure the quality of operator that would be appropriate on this site on terms that would be commercially deliverable.

The development of three residential buildings would be acceptable on this basis and would help to address the shortage of homes within the City. A number of commercial units would be provided at street level and adjacent to the canal that would bring life and activity to the area and would broaden and diversify the activity

on the site. This would be targeted at the independent sector and complement similar activities elsewhere within this area.

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 and as such would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

**Viability and affordable housing provision** - The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

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

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

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

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

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

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

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

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

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

### **Residential development - density/type/accommodation standards**

The proposed density is considered to be acceptable within the City Centre. The proposal would incorporate 117 x one-bed, 218 x two-bed and 16 x three-bed and all would meet or exceed the space standards set out in the Residential Guide.

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

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

**Design Issues / Impact on Townscape - CABE/ English Heritage Guidance on Tall Buildings** - One of the main issues to consider in assessing this proposal is

whether the scale of the development is appropriate for the site. The building heights proposed at 11, 14 and 16 storeys are considered to be tall within their context.

Since the granting of the most recent permission in 2016, Historic England Advice Note 4: Tall Buildings (December 2015) has replaced the 2007 Joint Guidance. This includes design criteria which applications for Tall Buildings must satisfy, which are broadly similar to the previous Guidance. Therefore, the previous evaluation does remain valid, and as this submission is very similar to the most recently consented scheme, the majority of the evaluation remains relevant and so has not been updated.

### **Design Issues, Relationship to context and impact on Heritage Environment**



The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments and Archaeology and open spaces has been considered. The design has been discussed at pre-application with Historic England.

The site is within the Whitworth Street / Princess Street Conservation Area and the site is adjacent to a number of listed buildings which include the Grade II Listed Regency House, Amazon House, 3 Brazil Street, 42-44 Sackville Street, Central House, Lionesse House. Lancaster House and India House are Grade II\* Listed. The proximity of these designated heritage assets have provided a context for the design.

The 2016 approval and the current scheme were worked up following advice from Historic England and Places Matter (2016 only) to ensure the development achieves a high quality build which complements its surroundings.



The scale and massing is similar to the 2016 scheme and would have an acceptable relationship with surrounding and neighbouring buildings and contribute to place making and design quality. The buildings would be developed to back of pavement line along Whitworth Street and Princess Street and respond to the alignment of the warehouse buildings that once dominated the area.

The buildings appearance would be a contemporary interpretation of the historic buildings within the Conservation Area, and the revised choice of materials would reflect that aesthetic. Each building would have a deeply recessed expressed brick grid on its street-facing elevations which would create an ordered and clearly legible façade with depth and articulation. This would respond well to the solidity of the stone and masonry facades, and the rhythm and depth of the fenestration, found along Whitworth Street, Princess Street and Canal Street. There would a subtle colour variation within the bricks to add a sense of articulation to the facades to respond to the natural variation and weathered appearance of the local context.

The revised design increases the amount of glazing and reduces number of back painted window panels compared to the consented scheme. It would be more transparent which would be particularly noticeable when internal lights are on.



The grid at the upper floors would be 2.0m wide and the profiles to brick piers and transoms would be narrower. This would create a more lightweight appearance than the heavier grid of the lower levels and the use of a lighter glazed brick at the upper levels would accentuate this further.



A neutral colour palette would be used within the central courtyard to maximise the amount of reflected light, and reinforce the sense of space. The reflection and sheen of the materials would accentuate the modelling and depth within the elevations and the appearance of the building would change according to weather and light conditions.

The heights of the proposed buildings in the 2016 consented scheme were generally marginally lower than the consented 2007 scheme and this proposal has some minor height changes compared to the 2016 consent but there are some overall reductions at the highest points of 775mm and 700mm for buildings 1 and 3 respectively. Whilst the buildings would be taller than their neighbours they would have a contextual relationship with them. The lower sections of each building would relate to alignments of the street/canal frontages, with upper blocks set back in relation to eaves and ridge lines of adjacent buildings. This would develop a stronger relationship to the streetscape, and reduce the visual impact of the upper levels when viewed from street level.

The proportions of the set-back seek to create a clear hierarchy between the base and the top of each building. The largest set backs relate to the street-facing elevations of the three buildings, to reduce their apparent mass when viewed from street level.

The façade would include full height, glazed panels, full height glass-faced solid panels, and full height ventilation panels which would be set back within the

expressed, brick grid and reflect the size and proportion of the fenestration to the adjacent warehouse buildings.

The ground floor elevations would comprise a wide-spaced, textured, dark, pre cast concrete grid. The retail units would have full height glazing and full height glass-faced solid insulated panels.

The principle of taller buildings has been established at this site through previous approvals. The site could accommodate buildings of the height proposed without having an adverse impact on the setting of nearby listed buildings or the character of the conservation area.

The development would create activity and vitality and would reintegrate the site into its urban context, reinforcing the character of the streetscape. The development would help to strengthen the fragmented form of the streetscape on Princess Street and Whitworth Street and develop a site at a key City Centre junction to reinstate the urban grain. The development would reflect the important status of the site within the wider streetscape and would maximise the sites potential through the scale and form of development proposed.

Activity would be provided on the key frontages to Princess Street, Whitworth Street and Canal Street as well as within the public realm. The building form would allow views into the public realm and across the site as well as allowing movement through the site.

As detailed above, a change to the internal floor structures of Buildings 1 and 3 would allow an additional floor of apartments be incorporated without affecting internal floor to ceiling heights or the overall height of the buildings. This increase in density and variations of the massing are mainly required to generate the floorspace necessary to make the proposal deliverable and financially viable. The proposed scheme makes the most efficient use of the site whilst reducing its impact on the heritage values of assets in the vicinity of the site.

There are no World Heritage Sites or Scheduled Monuments in the immediate vicinity. The site is located adjacent to a grade II\*, and a number of grade II, listed buildings and is within the Whitworth Street/Princess Street conservation area. A Visual Impact Assessment (VIA), submitted with the previous approval, assessed the likely townscape and visual impacts of the proposal in relation to the surrounding area. 7 verified photomontages were considered from viewpoints agreed with English Heritage, to provide a 360 degree analysis.

The VIA has been updated in support of this proposal. It includes a reconsideration of 5 key views, but as the overall scale and massing is largely unchanged, two views have been excluded where it was previously concluded that the scheme would have no impact. The scoped in viewpoints have been fully re-assessed using the same methodology as set out within the October 2015 evaluation.

The site makes no contribution to the townscape and this development presents an opportunity to enhance the setting of the adjacent heritage assets. The proposal would introduce high-quality, distinctive buildings of an urban scale that would make

a positive contribution to the wider townscape on a strategically important regeneration site.

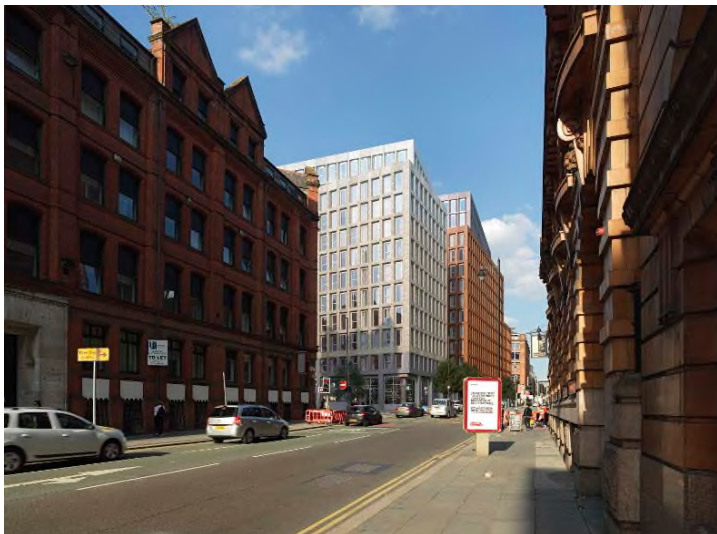
The verified views indicate that the development would be contextually responsive in its mass and materiality to the adjacent and wider historic environment. They also demonstrate that it would not prevent the appreciation or significance of the townscape value of adjacent buildings or, the ability to appreciate the heritage values of the adjacent listed buildings. The impact would not be adverse in any of the views and in the majority of cases it would be moderate beneficial or have no impact. The proposal would contribute positively to the setting of the heritage assets and enable a greater understanding of, and enhance, their heritage values and significance in line with NPPF paragraphs 56-68 and 131. In accordance with and Section 66 of the Listed Building Act 1990 the development would have special regard to the desirability of preserving the setting of adjacent listed buildings.



In the view looking north up Princess Street, the proposal would reintroduce a strong, vertical emphasis to the eastern side of the Street, defining the corner with Whitworth Street. The height of the building visually connects with the existing historic roofscape height to the eastern side of the street, joining the roof line of the lower and upper parts of Princess Street'.



In view looking east along Whitworth Street, the new building would largely conceal the side elevation of the Grade II Listed Regency House but this would be mitigated by the fact that the proposal would reintroduce the lost built form along Venice Street and enhance the setting of the listed building. The proposal would be understood and appreciated as a contemporary element within the existing varied skyline, furthering the multi-phased commercial character of this view and restoring built form to the two streets.



In a closer range view along Whitworth Street, the buildings are clearly understood as a contemporary development which makes a bold contribution to the street, and continues the historic building line and sense of enclosure to the corner of Princess Street/Whitworth Street. The shallow concaved elevation to Princess Street, would encourage further exploration, and help to terminate the view. Despite its taller scale and highly glazed facades, the architectural expression of the heritage assets within the view remain dominant, and clearly express the quality and status of the streetscape. The heritage assets can still clearly be understood as the key landmarks in the streetscape.



In the view looking south along Princess Street, the heritage assets can still be clearly understood as the key components in the streetscape despite the scale and position of the proposed development. The new buildings clearly improve the character and appearance of the Conservation Area, reintroducing the historic built form in this location, and consequently the overall impact of the proposed scheme on the heritage assets would be moderate beneficial.

Given all of the above it is clear that the enhancement to the existing urban form and pedestrian environment as a result of this development would be considerable and that the overall impact of the proposed development, including the impact on heritage assets, would not outweigh the clear regeneration benefits that would result from the development of this site.

### **Relationship to Public Transport Infrastructure**

The application site is in a highly accessible location and close to a range of excellent bus services, mainline train services at Oxford Road and Piccadilly Station and nearby Metrolink services.

The Transport Assessment concludes that the overall impact of the development is likely to be minimal. The overall car parking numbers have reduced from those previously consented and the site benefits from permission for a 338 space basement car park which was considered acceptable in highway terms.

### **Architectural Quality**

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

The proposal retains the arrangement of three buildings with a central, landscaped courtyard established in the previously consented schemes. This would provide a

successful relationship with the surrounding buildings and streets. This arrangement broadly follows the layout of the in situ basement structure and would mitigate the requirement for extensive remediation works. The location of servicing and drop-off via a dedicated bay on Whitworth Street, allows the central public realm space to be a pedestrian only space.

The buildings would clearly define the street edge and would have a strong vertical emphasis which would relate to other buildings within the conservation area, particularly along Whitworth Street and Princess Street. The heights of adjacent eaves and ridge lines have been used as datum lines above which the upper levels of the buildings set back, to visually diminish these levels when viewed from street level.

The scheme would use modern architectural principles that respond and relate to the character of buildings within the area which would integrate it successfully with its surroundings. It would add a positive element to the Manchester skyline and could serve as a place making element within the area providing a visual linkage between the site and the Village beyond.

The height of the set-back upper levels would be less than that the height of the lower levels, to create a clear hierarchy between the base and the top of each building. The largest set backs would relate to the street-facing elevations, to diminish the apparent mass of the buildings when viewed from street level, and to create a more successful relationship with existing buildings on the opposite side of the street.

The expression of the lower levels of the buildings fronting Whitworth Street and Princess Street would align with that of adjacent existing buildings. The buildings fronting onto Whitworth Street and the Canal would be set back at ground floor on their southern elevation to improve views of and access to the central courtyard space. The ground floor levels of the buildings facing the canal would be set back to provide outdoor seating space for the restaurant.

This application proposes a revised façade treatment which is simpler and easier to construct, whilst retaining the overall quality and clarity of the design concept of the consented scheme. The revised facade treatment retains the sense of weight, depth and articulation of that consented scheme.

The brickwork to the lower levels of the buildings would have a natural brick finish whilst the upper levels would be lighter toned and glazed.



PLANNING APPROVED SCHEME: TYPICAL UPPER FLOORS



PROPOSED SCHEME: TYPICAL UPPER FLOORS



PLANNING APPROVED SCHEME: TYPICAL LOWER FLOORS



PROPOSED SCHEME: TYPICAL LOWER FLOORS

The grid system would be expressed and re-enforced through the depth of the reveals, which would be 337mm on the lower levels, reducing 215mm at the upper levels. The reveals would be formed in brick and include 'pistol' specials to avoid corner joints. This would help to create a deeply modelled and well articulated appearance.



It is proposed that the external facades would comprise precast concrete panels, with brick slips mortared off site. The panels would be 1 storey in height and 3 or 4 bays wide and would have mastic joints where panels join, with an aspiration to keep these to a minimum.

A frame around the windows would be formed in an alternative brick finish to the recessed face. This detail should create decorative interest within the overall façade grid. The reveal to the lower floor areas would utilize a basket weave brick arrangement similar to the detail found on Regency House. This would utilise a more textured brick than the primary grid. The upper floor reveal would utilize a glazed brick in a more traditional bond pattern.

Mechanical ventilation would be provided through a slot detail at the head of the window in the same fashion as the consented scheme and each habitable room would have an opening window.

A condition requiring samples of materials and details of jointing and fixing details and a strategy for quality control would be attached to any permission granted.

It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

### **Sustainability**



Tall buildings should attain high standards of sustainability. An Energy Statement and Environmental Standards Statement (ESS) demonstrate that proposals accord with sustainability objectives.

The ESS sets out the measures that could be incorporated across the lifecycle of the development to ensure high levels of performance and long-term viability in addition to ensuring local planning policy compliance.

The Sustainability Headlines include:

- The provision of a central gas fired Combined Heat and Power Plant (CHP) supplemented by central gas fired boilers. CHP plant generates electricity and as a by-product generates heat.
- The electricity generated would power communal equipment such as lifts, lighting, basement ventilation etc. The heat produced would be used to provide hot water to the apartments for heating and hot water.
- Hot water from this plant would be provided for each dwelling.
- Setback controls would be used for lighting and ventilation throughout the communal areas. Low use sanitary ware would be used to reduce water usage.
- The site is close to all modes public transport modes,.
- The site is located in low flood risk area.
- Construction materials would be chosen using a waste hierarchy and the Green Guide to housing to reduce environmental impacts.
- Specialist waste management contractors would be appointed to manage the segregating and recycling of waste during the construction and in operation.
- The proposal would not adversely affect any statutory or non statutory designation of nature conservation value; and
- There would be no net loss of biodiversity
- The design would be based around an energy hierarchy where the goals would be to:
  - reduce the demand for energy and deliver it in an efficient manner; and
  - introduce low or zero Carbon Technologies (LZCT's) which are feasible and can help to reduce carbon emissions..

Examples of reducing energy demand include using a fabric first approach, using building fabric U-values better than the minimum requirements of Part L. Mechanical

ventilation with heat recovery would be used to reduce ventilation heat losses, reducing heating energy demand. Lighting occupancy and daylight controls would be used where appropriate to reduce energy consumption from artificial lighting. Variable speed pumps and fans and high efficiency motors. Low internal and external lighting would also be included.

The principles of the energy hierarchy have been applied in accordance with policies EN4 and EN6 which would result in a potential CO2 reduction of 19% which exceeds the current Building Regulation target (2013) of 15%.

The overall energy performance of the development is acceptable and broadly complies with the spirit of the Core Strategy policies. It is recommended that the energy standards detailed above form part of the conditions of the planning approval.

### **Credibility of the Design**

Buildings of this nature are expensive to build and the quality standard must be maintained post permission through the detailed design, procurement and construction process.

Development at this site is constrained by the basement car park and ground floor concrete slab and the design has minimised the need to alter it thus ensuring scheme viability. The proposals have been prepared by an experienced applicant and design team familiar with the issues associated with developing high quality buildings in city centre locations and with the track record and capability to deliver a project of high quality. This scheme has been worked up and costed in conjunction with a contractor and funding has been secured. As such there is an evidential basis of a real commitment to deliver the development. On this basis, this proposal represents an opportunity to develop the site comprehensively. Subject to planning permission being granted, development should commence in May 2017.

### **Contribution to Improving Permeability, Public Spaces and Facilities**

The proposal would improve the site, bring it back into use and enhance its contribution to the character of the conservation area. It would include a significant area of high quality public realm and reinstate the historic street pattern. This would create an attractive and welcoming environment that is publicly accessible at all times.

The proposals would create three spaces. The central courtyard would be used by residents and would include seating associated with the commercial uses. It would re-instate historic routes through the site and improve visual and pedestrian linkages to surrounding streets including along the Canal edge.

Paving materials would create a unified surface with adoption boundaries marked out in steel studs. Brazil Street would continue visually into the site and future street tree planting could create a green link to Sackville Park. The north west frontage would open out to the canal and relate to the activity on Canal Street. There is a need for further discussions about the use of bitmac rather than Tegula Venice Street and a

condition will be attached to any consent granted in relation to this.

Trees in the courtyard would medium to large and the ground cover would include low growing evergreen shrubs with seasonal bulb planting, ferns, specimen grasses and shrub planting to create a calm, green, high quality space in the heart of the development.

### **Effect on the Local Environment/ Amenity**

This examines the impact that the scheme would have on nearby and adjoining occupiers and considers issues such as impact on microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

### **Wind**

The effect of buildings on the wind environment at pedestrian level can have an impact on pedestrian comfort and the safe use of the public realm. While it is not always practical to design out all the risks created by wind, it is possible to provide mitigation to minimise risk or discomfort.

A desk study has considered the wind effects on adjacent pedestrian routes and the proposed common external areas. It uses the industry standard Lawson Criteria, informed by detailed wind tunnel studies for similarly massed schemes in similar areas, along with analysis of wind statistics, an analysis of the immediate surroundings, and structural information. Levels of pedestrian comfort depend on individual activity and the Lawson comfort criteria are defined for each activity in terms of a threshold wind speed which should not be exceeded for a given time throughout the year.

There are no areas where the safety criteria has been exceeded within the perimeter of the proposed development and nearby perimeter areas. A localised area at the corner of Whitworth Street and Venice Street is predicted to be minor adverse, but the area would be suitable for walking.

### **Daylight, Sunlight and Overshadowing**

Whilst there have been some minor amendments to the massing from the approved 2016 scheme, the applicants have stated that these changes are such that the Assessment did not need to be revisited as the impacts would not differ to any significant degree. The following therefore reflects the impacts as reported to the Committee in January 2016.

The nature of high density developments in the City Centre means that amenity issues, such as daylight, sunlight and the proximity of buildings to one another have to be dealt with in an appropriate way.

These impacts are addressed in the Environmental Statement and the Daylight, Sunlight and Overshadowing Assessment which reference to the BRE Guide to Good Practice – Site Layout Planning for Daylight and Sunlight Second Edition BRE Guide

(2011).

This is generally accepted as the industry standard and is used by local planning authorities to consider impacts on sunlight, daylight and overshadowing. The guidance is advisory and there is a need to take account of locational circumstances, such as in a city centre where higher density development is expected and obstruction of light is sometimes inevitable.

Appropriate daylight assessments have been prepared for the affected windows and rooms at Regency House, Sackville Place, Bombay House and 55/57 Whitworth Street, Shanghai House and the Dominion Hotel building.

Sunlight assessments have been prepared for windows which face within 90 degrees due south and currently receive some direct sunlight. In order to achieve the recommendations in the BRE Report, a window should retain a vertical sky component (VSC) of at least 27%, or where it is lower, a ratio of after/before of 0.8 or more.

The site has been vacant for a number of years and buildings that overlook the site have benefitted from conditions that are relatively unusual in a City Centre context. Therefore, the baseline situation against which the sunlight, daylight and overshadowing impacts have been measured would not be representative of a typical baseline situation found in a city centre.

The BRE Guide recognises that in such circumstances, 'alternative' target values could be provided. The methodology for setting new targets is set out in Appendix F of the Guide and suggests *alternative VSC targets*. The above assessments measured the impact comparing the approved 2007 scheme with the 2016 proposals as benchmark of daylight to more accurately reflect site characteristics and location.

The majority of the windows at Sackville Place, Bombay House and 55/57 Whitworth Street, Shanghai Building and the Dominion Hotel have not been assessed as they do not face within 90 degrees due south and therefore do not currently receive direct sun. 42/44 Sackville Street was not considered in the Daylight and Sunlight Assessment included in the EIA as it was considered that any impact on this property on daylight or sunlight levels would not be significant. However, following concerns raised by the residents, a detailed Daylight and Sunlight Assessments have been prepared for those flats in 42/44 Sackville Street that are situated closest to the site and which open onto Brazil Street.

The impacts are summarised below:

### **Daylight**

The daylight assessment considers light levels externally reaching windows (VSC analysis)

**Regency House** of 23 rooms tested 7 habitable rooms and 4 non habitable rooms show minor daylight reductions/impacts and 8 habitable rooms/4non habitable rooms show negligible daylight reductions/impacts.

**Sackville Place** 5 habitable rooms show negligible daylight reductions/impacts .

**Bombay House & 55/57 Whitworth Street** of 49 rooms tested, 8 habitable rooms/2 non habitable rooms show minor daylight reductions/impacts and 19 habitable rooms/20 non habitable rooms show negligible daylight reductions/impacts

**Shanghai Building** the 31 habitable rooms tested show negligible daylight reductions/impacts.

**Dominion Hotel** The 20 habitable rooms tested show negligible daylight reductions/impacts.

**42-44 Sackville Street** The 6 habitable rooms tested show negligible daylight reductions/impacts.

### **Sunlight**

The sunlight analysis summary reflects the approach detailed in the EIA and take account of the criteria detailed in the BRE Guide. The sunlight analysis approach detailed in the BRE Guide considers and analyses sunlight to windows and considers that sunlight to kitchen and bedroom windows is less important.

**Regency House** Of 54 windows tested, serving 15 habitable rooms and 8 non habitable rooms 22 windows show major sunlight reductions (serving 9 habitable and 6 non habitable rooms), 12 show moderate sunlight reductions (serving 9 habitable rooms and 3 non habitable rooms), 4 show minor sunlight reductions ( serving 2 habitable rooms and 2 non habitable rooms) and 16 windows show negligible sunlight reductions ( serving 4 habitable rooms and 1 non habitable room)

**Sackville Place, Bombay House & 55/57 Whitworth Street & Shanghai Building**  
All the tested windows show negligible reductions only.

### **42-44 Sackville Street**

Of 15 windows tested, assumed to serve 6 habitable rooms, 6 windows show moderate sunlight reductions ( serving 3 habitable rooms), 3 windows show minor sunlight reductions ( serving 3 habitable rooms) and, 6 windows show negligible sunlight reductions ( serving 3 habitable rooms)

A Time in Sun Assessment has been prepared for the balcony areas at Regency House which overlook the site and a Transient Shadow Study has been prepared showing and contrasting the shadows cast by the implemented and the proposed development at various times of the day on 21 December (shortest day), 21 March (spring equinox), and 21 July (longest day).

The Time in Sunlight Assessment to the balconies at Regency House indicates that any impact from the proposed development would be negligible. The transient shadow studies do not show any significant additional overshadowing from the proposed development.

The shadow studies in the EIA confirm that there would be no significant changes in the degree of overshadowing to Canal Street or to Sackville Gardens compared to the consented scheme.

The site was once occupied by substantial buildings which would have had a similar impact to the consented and proposed scheme.

### **Air Quality**

Activity on site during the construction phase may cause dust and particulate matter to be emitted into the atmosphere but any adverse impact is likely to be temporary, short term and of minor adverse significance. A condition would be attached to any consent granted requiring a scheme for the wheels of contractors vehicles leaving the site to be cleaned and the access roads leading to the site swept daily to limit the impact of amount of dust and debris from the site on adjacent occupiers.

### **Noise and vibration**

Whilst the principle of the proposed uses is considered to be acceptable, the impact that adjacent noise sources might have on occupiers needs to be considered. The application is supported by a Noise Report and concludes that with appropriate acoustic design of the proposed buildings, acceptable internal noise levels can be achieved.

The specification for insulating the bedrooms overlooking Canal Street has been prepared in the context of the low frequencies from amplified music. The glazing configurations which meet these requirements at low frequencies provide high overall performances and the overall sound insulation provided to these rooms would be higher than the minimum performance requirements to meet City Council overall internal noise criteria. A greater attenuation of sources such as speech would therefore be provided to these rooms than required by the City Council. Ventilation for summertime cooling is to be provided by the internal ventilation system and does not rely on opening windows.

Construction noise activities would be mitigated in accordance with the appropriate standards to minimising the impact on adjacent buildings, particularly residential accommodation. A condition requiring submission and approval of a Construction Management Plan which provides details of mitigation methods that will be put in place to reduce the impact on surrounding residents would be attached to any consent granted.

The level of noise limits and any necessary mitigation measures for the any externally mounted plant and ventilation associated with the building would be subject to appropriate conditions.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate any potential impact on nearby residents.

### **TV and Radio reception**

A baseline television and radio signal survey has been undertaken to determine the potential effects on the local reception of television and radio broadcast services. The results of modelling and field survey work show no adverse impacts on the reception of television or radio broadcast network and therefore no pre or post-construction mitigation measures are required.

### **Conclusions in relation to CABE and English Heritage Guidance**

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

### **Parking, Servicing and Access, Green Travel Plan / Cycling**

Car, cycle and motorcycle parking would be provided within the 4 storey basement car park. Access would be via a ramp, with cycles via lifts, which discharge at ground floor level to the central courtyard. The basement car park provides 273 parking spaces and approximately 60% would be allocated to private parking for the residential and hotel uses. The remaining 40% would be allocated to contract parking.

Two service bays on Whitworth Street and Venice Street adjacent would provide for drop-off/delivery and service access. Commercial deliveries for the retail and restaurant units would be managed to ensure that disruption is not caused to the surrounding streets and public spaces. Goods would be transferred from the service bays to the individual commercial units by staff. The management of this process would be overseen and coordinated by the 24 hour on-site management staff who would also manage infrequent deliveries of large items.

A Travel Plan would reduce unnecessary car journey's and increase the number of people who walk, cycle and use public transport for journeys. This must encourage those accessing the development and visitors to travel by sustainable transport modes and the Travel Plan would promote car sharing, cycling, walking, public transport and thereby reduce the demand for on-site parking spaces.

351 cycle parking spaces (one per apartment ) and 56 % per potential occupant would be provided.

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

**Refuse and recycling** - Common refuse and recycling facilities would be provided within a dedicated bin store on the ground floor of each building.

The refuse store sizes would comply with City Council Waste Storage and Collection Guidance based on two collections per week. Collections would be made early in the morning, and the management company would move bins to the service bay prior to the refuse vehicle's arrival and return them immediately afterwards.

A lack of refuse storage space for the commercial units in Regency House results in bins being stored on Brazil Street and Venice Street which has an adverse impact on these streets. A separate, dedicated refuse store would be provided at ground floor level within building 3 to address this issue with direct external access to Venice Street. This refuse store reflects the number of bins that are left out on Venice/Brazil Street.

In view of the above it is considered that on balance the level of provision for refuse and recycling and its management is acceptable and consistent with Core Strategy policy DM1 and the MCC Guidance GD04, British Standard 5906-2005 as well as the forecasts from WRAP for restaurant type uses.

Consideration has also been given to the National Regulations on Recycling, Storage and the Duty of Care for producers and handlers of waste

**Disabled Access** – All primary entrances would be approached with inclines of 1 in 40 or less. Ramps in the landscaped central courtyard provide full access and all access routes would have slip resistance and textured surfaces. 10% of the apartments would be fully accessible.

5% of the car parking spaces would be designed for disabled access. In view of the above the proposals are consistent with Core Strategy policy DM1.

**Crime and Disorder** - The increased footfall within the area from the residents and the improvements to lighting would improve security and surveillance. Greater Manchester Police have been involved in pre-application discussions and have provided a crime impact assessment. It is expected to achieve Secured by Design accreditation and a condition requiring that the development seeks to achieve that accreditation is recommended.

Residential entrances would be situated within the central courtyard, which would be well lit and overlooked. The development would benefit from 24 hour on-site concierge/management staff. The car park entrance would be provided with a high speed rollershutter, following the recommendation of GMP. Entrances would be well lit and the development would incorporate CCTV. The arcaded route at the ground floor level of the hotel building would be provided with gates that can be closed if required during the night or at other times when increased site security is required.

The ground floor uses exclude bars and clubs which would not suit the intended sense of place. Restaurant and high quality, independent retail uses would complement the village and provide activation and passive surveillance.

In view of the above the proposals are consistent with Core Strategy Policy DM1.

**Archaeological issues** - Greater Manchester Archaeological Unit are satisfied that the proposed development would not threaten any known or suspected



archaeological heritage and have confirmed that no further archaeological investigations or mitigation are required.

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

**Biodiversity and Wildlife Issues/ Contribution to Blue and Green Infrastructure-**

The creation of 3 high quality spaces at the heart of the development would link to green and blue infrastructure across the City Centre including Sackville Gardens and the canal network.

The proposals would improve the environment of the Rochdale Canal by providing a canalside terrace. The proposal would not have an adverse effect on any statutory, non-statutory designated sites or on the Canal and they would be protected through the construction phase. There are two non-statutory designated sites (SBIs) within 1 km; Rochdale Canal, Stott's Lane to Ducie Street Basin and Ashton Canal (West). but the proposal would have no impact on them.

The Site is predominantly hard standing and is not an ecologically valuable resource. An Ecological Impact Assessment explains that the proposal would not result in the permanent loss of or a substantial negative effect on any water bodies or foraging areas linked to them. The site is not considered to be of local significance for invertebrates. A bat survey states that they do not roost on the site and are highly unlikely to rely on the site for feeding, but may occur in the local area.

The report recommends that measures to improve biodiversity within the development, including the use of plants which are native and wildlife friendly, should be a condition of any consent granted.

The revised application increases the amount of greenspace to 181 sq. m from 64 sq. m, and the water feature has been removed as the amount of plant space required could not be coordinated alongside the other infrastructure needed within the basement. .

The opportunity for street tree planting should be established through trial pits and condition would require this.

In view of the above the proposals are considered to be consistent with policy EN15 of the Core Strategy.

**Flood Risk and Surface Water Drainage Strategy** - The site is within Flood zone 1 and is deemed to be classified as a low risk for flooding from rivers, sea and ground water.

It is in the Core Critical Drainage Area within the Council's Strategic Flood Risk Assessment which requires a 50% reduction in surface water run-off as part of any brownfield development and planning policy requires that the provision of sustainable drainage systems (SuDS) is considered.

The applicant has prepared a SUDS Statement which details how surface water would be managed to control the risk of both on- and off-site flooding. Surface water drainage would be restricted to a greenfield rate to reduce the post development run-off rate to 50% of the pre development rates. As there are no watercourses within the vicinity and the building structure occupies the total site, infiltration devices would not be feasible the only option would be to discharge the surface water to the existing sewer systems which are within the surrounding roads.

The drainage solution would be informed by site investigations and consultation with the statutory undertaker regarding discharge into the public sewer. The Environment Agency has no objections but has recommended conditions in relation to the risks to adjacent ground and controlled waters.

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

**Contaminated Land Issues** - A phase 1 Desk Study have been submitted with the application. This includes a Remediation Strategy which includes works previously carried out as a result of the previous part implementation of the 2007 consent. A condition requiring that the recommendations contained in this Strategy along with a requirement for a watching brief are attached to any consent granted along with the submission of a report to validate the work undertaken. On this basis the proposal is considered to be consistent with policy EN18 of the Core Strategy.

### **Reponses to Consultation Responses**

**Panels Comments** - The majority of the panels concerns have been dealt with above. The massing and scheme design has been developed to respond, in part, to HE comments.

The architectural expression includes a clear expression of 'base, middle and top' to each building, with a hierarchy between the lower and upper levels based on the rhythm of the façade grid. The elevations are differentiated through the use of colour, which responds directly to the colours and textures of the primary street frontages.

The articulation of the ground and first floor levels, was, developed in discussion with Historic England to create a relationship to the datum articulation of ground floor/semi-basement of adjacent contextual buildings, many of which are listed. The proposed development would have a positive relationship with the setting of these buildings.

The 'kink' in the Princess Street block reinforces the back of pavement alignment which is an important characteristic of the conservation area, and which is broadly similar to the alignment of the buildings that originally occupied the site.

**Canal and Rivers Trust Comments**– The height of the ground floor level and the articulation of the base of the building has been considered in relation to the physical and historical context. The design responds positively to the canal-side context.

### **Objectors comments**

It is considered that the majority of the objectors concerns have been dealt with above. However the following additional comments are made.

### **Design**

The setback of the upper floors of the building would help to reduce the scale adjacent to Canal Street when compared with the consented Scheme. The depth of window reveal would increase and the façade grid increases from 1.5m to 1.8m which increase the sense of depth and articulation when compared to the Consented Scheme.

The decorative brick detailing to the window reveals, the colour palette and the use of glazed bricks would help to reinforce the sense of place and relate well to the Conservation Area.

The position of the plant space/servicing arrangements adjacent to Venice Street broadly reflect the consented scheme. The car park ventilation and electrical substations on Venice Street relate to the constructed basement GF structure. It is not possible to provide plant/service space in the basement as the headroom is restricted. The retail unit on the corner of Venice Street and Whitworth Street would provide some animation as would the concierge at the junction with Brazil Street. The site would be managed by 24 hour site staff and monitored by CCTV, and the street overlooked by the apartments. It is anticipated that the proposal would generate increased footfall to Venice Street

### **Impact on Regeneration / Viability Issues**

The ground floor units are a key part of the scheme and would benefit the wider area. They would provide activity, vibrancy and assist safety and security.

### **Amenity**

63 Bloom Street is located to the north of the site and is separated from the site by the Rochdale Canal, Canal Street and Richmond Street. The impact from the proposed development on the Bloom Street properties would be minimal and so these properties were excluded from the detailed assessment and the Scoping Report. This is consistent with the consented scheme. The Daylight and Sunlight impacts on Regency House are fully considered and described in the application and are unchanged from the consented scheme.

### **Highways Impacts**

No impact upon the operation and servicing of adjacent businesses is expected. The access via Brazil Street was to enable traffic to turn right from Whitworth Street into Sackville Street. Access to Canal Street is not effected by the scheme.

The car park would serve a mixture of users including residents. The car park is unlikely too fill up/empty at any one time nor would it generate a significant and regular flow throughout each hour of the day.

### **Other**

The commercial units would be targeted at the independent sector at attractive rents and lease terms. . The apartments have been designed for market sales and the specification reflects this. The scheme includes 1, 2 and 3 bed units. As with any market product there is not a preclusion on investors but the applicants are confident that the scheme will provide a mix of occupiers.

The scheme should complement the facilities that exist in the village. Artisan restaurants and retail would be targeted to would provide additional facilities and act as a catalyst for more inclusive type uses.

A TV reception study concludes that the proposal would have no adverse impacts.

The scheme includes more cycling facilities than previous approvals.

Venice Street would be widened on the side of the proposal. There is no intention to affect this road's existing use.

### **Conclusion**

The Site has been vacant for many years and the development proposes new high quality buildings that would enhance the city centre residential and visitor offer.

The previous scheme has established the principle of a residential and hotel use, it has not been possible to attract a hotel operator of an appropriate quality.

This is a prominent site which has been in need of development for many years. The current proposal for three residential blocks would result in the same form of physical development at the site to that previously approved. It would result in the delivery of a high quality scheme that is fundable and deliverable and provide housing that is much needed in the City.

Residential development would be consistent with GM Strategy's key growth priorities. The proposed buildings would complement the character of the area and the character of the conservation area, and it would not have an adverse impact on views of the adjacent Grade II\* and Grade II listed buildings. The design would help to integrate the site with sensitive heritage assets, and establish a sense of place and a distinctive destination to enhance the wider Village Area and ongoing regeneration of the City Centre.

The proposal would regenerate a site that currently has a negative impact on a number of key City Centre routes. Previous approvals have established the principle of taller buildings on the site and the form of this proposal would maximise the potential of the site in an acceptable manner.

In view of the above it is considered that the overall impact of the proposed development including the impact on heritage assets and on amenity would not be such as to outweigh the clear regeneration benefits that would result from the development of this site.

It is therefore considered that all relevant policies of the NPPF (1,2,4,6,7,8,10,11 and 12) the relevant local plan policies contained within the Core Strategy (SP1, CC3, H1, H8,CC2, CC4, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1 saved policies within Manchester Unitary Development Plan (DC10.1 18.1, DC19.1, DC20 and DC26) have been complied with, as has the guidance within the Manchester Guide to Development SPD and sections 66 and 72 of the Listed Buildings Act 1990.

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

**Recommendation      APPROVE**

**Article 35 Declaration**

**Reason for recommendation**

**Conditions to be attached to the decision**

0) 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 on going discussions about the form and design of the developments and pre application advice about the information required to be submitted to support the application.

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:

(a) 454.001\_G, 454.100\_C, 454.101\_C, 454.102\_C, 454.103\_C, 454.104\_D and 454.105\_E;

(b) 10011-B0-A-B5D9-D-01, 10011-B0-A-B5D9-E-E, 10011-B0-A-B5D9-E-N, 10011-B0-A-B5D9-E-S, 10011-B0-A-B5D9-E-W, 10011-B0-A-B5D9-P-00-001 -003, 10011-B0-A-B5D9-P-02-001, 10011-B0-A-B5D9-P-07-001, 10011-B0-A-B5D9-P-10-001, 10011-B0-A-B5D9-P-12-001, 10011-B0-A-B5D9-P-B1-001, 10011-B0-A-B5D9-P-B2-001, 10011-B0-A-B5D9-P-RF-001, 10011-B0-A-B5D9-S-AA-001, 10011-B0-A-B5D9-S-BB-001, 10011-B0-A-B5D9-XP-00-001 and 10011-B0-A-B5D9-XP-00-002;

(c) 10011-B1-A-B5D9-D-T1, 10011-B1-A-B5D9-D-T3, 10011-B1-A-B5D9-E-E, 10011-B1-A-B5D9-E-N, 10011-B1-A-B5D9-E-S, 10011-B1-A-B5D9-E-W, 10011-B1-A-B5D9-P-AL-001 and 10011-B1-A-B5D9-P-AL-002,

(d) 10011-B2-A-B5D9-D-T1, 10011-B2-A-B5D9-D-T3, 10011-B2-A-B5D9-E-E-003, 10011-B2-A-B5D9-E-N-003, 10011-B2-A-B5D9-E-S-003, 10011-B2-A-B5D9-E-W-003, 10011-B2-A-B5D9-P-AL-001 and 10011-B2-A-B5D9-P-AL-002,

(e) 10011-B3-A-B5D9-D-T1, 10011-B3-A-B5D9-D-T3, 10011-B3-A-B5D9-E-E, 10011-B3-A-B5D9-E-N, 10011-B3-A-B5D9-E-S, 10011-B3-A-B5D9-E-W, 10011-B3-A-B5D9-P-AL-001 and 10011-B3-A-B5D9-P-AL-002

(f) Cundall Ventilation Dwgs in relation to location of risers BSMOB10(57) 1001 P2;

(g) Recommendations contained in Ramboll Environmental Standards Statement and Energy Statement to enable compliance the achievement of a reduction of 19% and hence compliance with the MCC's Policy EN6.

(h) Recommendations in Crime Impact Assessment Version D dated 18th Nov 2016; and

(i) Recommendations within the Aecom Air Quality Addendum dated Nov 2016 and points 1 and 2 of Eve Grant's e-mail dated 27-01-17.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP 1, CC3, H1, H8, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN6, EN 8, EN9, EN11, EN14, EN15, EN 16, EN17, EN18, EN19, DM 1 and PA1 saved Unitary Development Plan polices DC18.1 DC19.1, DC20 and DC26.1.

3) Notwithstanding the details submitted with the application, prior to the commencement of development, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining, final details as indicated in and a strategy for quality control management shall be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above.

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

4) 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.

5) The development hereby approved shall be carried out in accordance with the Phase 1 Desktop Study for Princess Street and Whitworth Street Corner, RoC Consulting, Reference: JB/AS/p1 3251, Dated: August 2015 (updated January 2017) subject to a watching brief being undertaken to establish any unexpected contamination.

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.

Any further development must not compromise any existing remedial measures previously installed at the site as part of planning permission 087671/FO/2008/C3;. Upon completion of the works, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority, to ensure that the existing remedial measures have not been compromised.

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. Additionally, that the current works shall not compromise the protection afforded by earlier remedial measures the existing development has

had installed as part of planning permission 087671/FO/2008/C3. Pursuant to policies DM1 and EN18 of the Core Strategy.

6) The development hereby approved shall not commence unless and until a Construction Management Plan, including details of the following  
\_Method Statement for the protection of the Rochdale Canal.

- \*Hours of site opening / operation
- \* A Site Waste Management Plan,
- \* Air Quality Plan;
- \*A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- \*The parking of vehicles of site operatives and visitors;
- \*Loading and unloading of plant and materials;
- \*Storage of plant and materials used in constructing the development;
- \*Construction and demolition methods to be used, including the use of cranes;
- \*The erection and maintenance of security hoarding;
- \*Measures to control the emission of dust and dirt during construction and;
- \*A scheme for recycling/disposing of waste resulting from demolition and construction works;
- \*Details of and position of any proposed cranes to be used on the site and any lighting;
- \*A detailed programme of the works and risk assessments;
- \*Temporary traffic management measures to address any necessary bus re-routing and bus stop closures.
- \*Details on the timing of construction of scaffolding,
- \*A Human Impact Management Plan,
- \*Details of how access to adjacent premises would be managed to ensure clear and safe routes into Buildings are maintained at all times.
- \*Management of flood risk and pollution;
- \* Prevention of pollution of the Rochdale Canal or other damage to the waterway or its users;
- \* Prevention of structural damage including from vibrations;
- \* Prevention of pollution of the Rochdale Canal or other damage to the waterway or its users; and
- \*Proposal of surface water management during construction period.

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

Any approval granted shall be following a consultation process that includes Transport for Greater Manchester. The approved CMP shall be adhered to throughout the construction period. The development shall thereafter be fully implemented in accordance with these 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)



7) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed for the duration of the construction and fitting out of the development.

Reason: In the interests of local amenity, pursuant policies SP1 and DM1 of the Core Strategy.

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

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

9) No development associated with the implementation of the public realm works as shown in dwgs numbered 454.001, 454.002, 454.003 and 454.004 shall commence until final details of the proposed landscaping works including an implementation timeframe and the following:

- (a) Details of the proposed hard landscaping materials;
- (b) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (c) 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;
- (d) Details of the proposed street furniture including seating, bins and lighting;
- (e) Details of external steps and handrails;and
- (f)Details of a signage strategy in relation to way finding withing the development and associated public realm;
- (g) A strategy for the planting of street trees within the pavements on Whitworth Street and Princess Street including details of overall numbers, size, species and planting specification, constraints to further planting and details of on going maintenance; and
- (h)Details of the materials to the footpaths and roadways on Venice Street.

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

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

10) Prior to first use of the public realm full details of a maintenance strategy including details of who would be responsible for the ongoing maintenance of surfaces, lighting, street furniture, drainage, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

11) Prior to first occupation of the development and details of how 24 hour management of the site in particular in relation to servicing and refuse, storage, movement and disposal will operate including in relation to occupants of Regency House and noise management shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason

In the interests of amenity pursuant to Core Strategy policy DM1

12) Before any new use hereby approved commences, within each of the ground floor units below the residential blocks details of the proposed opening hours shall be submitted to and approved in writing by the City Council as local planning authority. The units shall be not be operated outside the hours approved in discharge of this condition.

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

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

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

14) Deliveries, servicing and collections, including waste collections for the ground floor units shall not take place outside the following hours:

07:30 to 20:00 Monday to Saturday  
10:00 to 18:00 Sundays and Bank Holidays

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

15) Before first occupation of any part of the development final details of the method of extraction of any fumes, vapours and odours from (a) the residential accommodation and (b) the ground floor units shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each use. The details of the approved scheme shall be implemented prior to occupancy and shall remain in situ whilst the use or development is in operation.

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

16)  
Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with:

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

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

17) Before the development commences an acoustic attenuation scheme including particulars of the acoustic glazing and acoustically treated ventilation to be installed as part of (a) the residential development and (b) the ground floor uses within these blocks; shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

18) In relation to the ground floor units the following details shall be submitted and agreed in writing before first occupation of the units:

- (a) a signage strategy;
- (b) a layout and design strategy for any outside furniture and associated fixtures and fittings;

The development shall thereafter be fully implemented in accordance with these details.

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

19) Before development commences a scheme for dealing with the discharge of surface and foul water shall be submitted to and approved in writing by the City Council as Local Planning Authority.

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

20) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

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

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

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

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

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

22) Before development commences and notwithstanding the details as shown in the ROC Consulting Flood Risk and Drainage Statement prior to the commencement

of the development the following details shall be submitted for approval in writing by the City Council as the Local Planning Authority:

Surface water attenuation comprising:

Consideration of green roofs, rainwater harvesting in design;

Evidence of management of exceedance events should be catered on site without increasing flood risks (both on site and outside the development) - the drainage system must be 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 (including basements);

Construction details of flow control and SuDS elements.

The development shall thereafter be fully implemented in accordance with these details.

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

23) No development hereby approved 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:

- (a) Verification report providing photographic evidence of construction as per design drawings;
- (b) As built construction drawings if different from design construction drawings;
- (c) 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 - The application site is located within a critical drainage area and in line with the requirements in relation to sustainable urban drainage systems, further consideration should be given to the control of surface water at the site in order to minimise localised flood risk pursuant

24) Notwithstanding the details submitted with the application prior to the commencement of development final details of how the parts of the Rochdale Canal corridor adjacent to the development are to be lit shall be submitted to and approved in writing by the local planning authority in consultation with the Canal & River Trust. The details shall include measures to effectively light the canal and towpath adjacent to the development. The works shall be completed in full accordance with the approved details.

#### Reason

To ensure that the development makes a positive contribution to the quality of the Rochdale Canal and to aid in the improvement of Crime and Disorder issues in these areas pursuant to Core Strategy Policies EN9 and DM1.

25) Prior to the commencement of development full details of how potential flood risk from the Canal would be controlled shall be submitted to and agreed in writing by the local planning authority in consultation with the Canal & River Trust. Any works necessary to discharge this condition shall be completed in full prior to first occupation of the development.

#### Reason

In the interests of amenity and in order to ensure that the flood risk from the Rochdale Canal has been adequately assessed pursuant to Core Strategy policies EN14 and DM1.

26) No development shall take place until full details of the proposed glass balustrades adjacent to the Rochdale Canal, including materials and finishes, full details of the proposed fixing arrangements and arrangements for future maintenance have been submitted to and agreed in writing by the Local Planning Authority and thereafter implemented in accordance with the agreed details before the development is first occupied.

#### Reason

To ensure that the development makes a positive contribution to the quality of the Rochdale Canal pursuant to Core Strategy Policies EN9 and EN3

27) Before the development hereby approved is completed, details of the materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building / public realm shall be submitted to and approved in writing by the City Council as local planning authority. All works approved in discharge of this condition shall be fully completed before the development hereby approved is first occupied.

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

28) No part of the development shall be occupied unless and until details of a parking management strategy for residents who do not have a parking space within the development has been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall thereafter be fully implemented in accordance with these details.

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

29) The residential 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.

30) The commercial units can be occupied as A1,A3,D1 (art gallery) only.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Core Strategy policies DM1 and saved Unitary Development Plan policies DC26.1 and DC26.5

31) 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.

32) Before any part of the development hereby approved is first occupied details of the following shall be submitted and approved in writing by the City Council as Local Planning Authority

(a) Method of car park control to ensure that vehicles waiting to access the car park do so before those waiting to exit (detection loop); and

(b) A Servicing Management Strategy / Schedule to ensure the two loading laybys can accommodate all service vehicles associated with the site.

The development shall thereafter be fully implemented in accordance with these details.

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

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

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 mode of transport in order to comply with policies SP1, T1 and DM1 of the Core Strategy.

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

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

35) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure a safe form of development that poses no unacceptable risk of contamination to controlled waters pursuant to section 10 of the National Planning Policy Framework Core Strategy policy EN14 and EN17.

### **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: 114585/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  
City Centre Renegeration  
Travel Change Team  
Housing Strategy Division  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
United Utilities Water PLC  
Canal & River Trust  
Greater Manchester Ecology Unit  
Wildlife Trust  
Greater Manchester Geological Unit  
Village Business Association



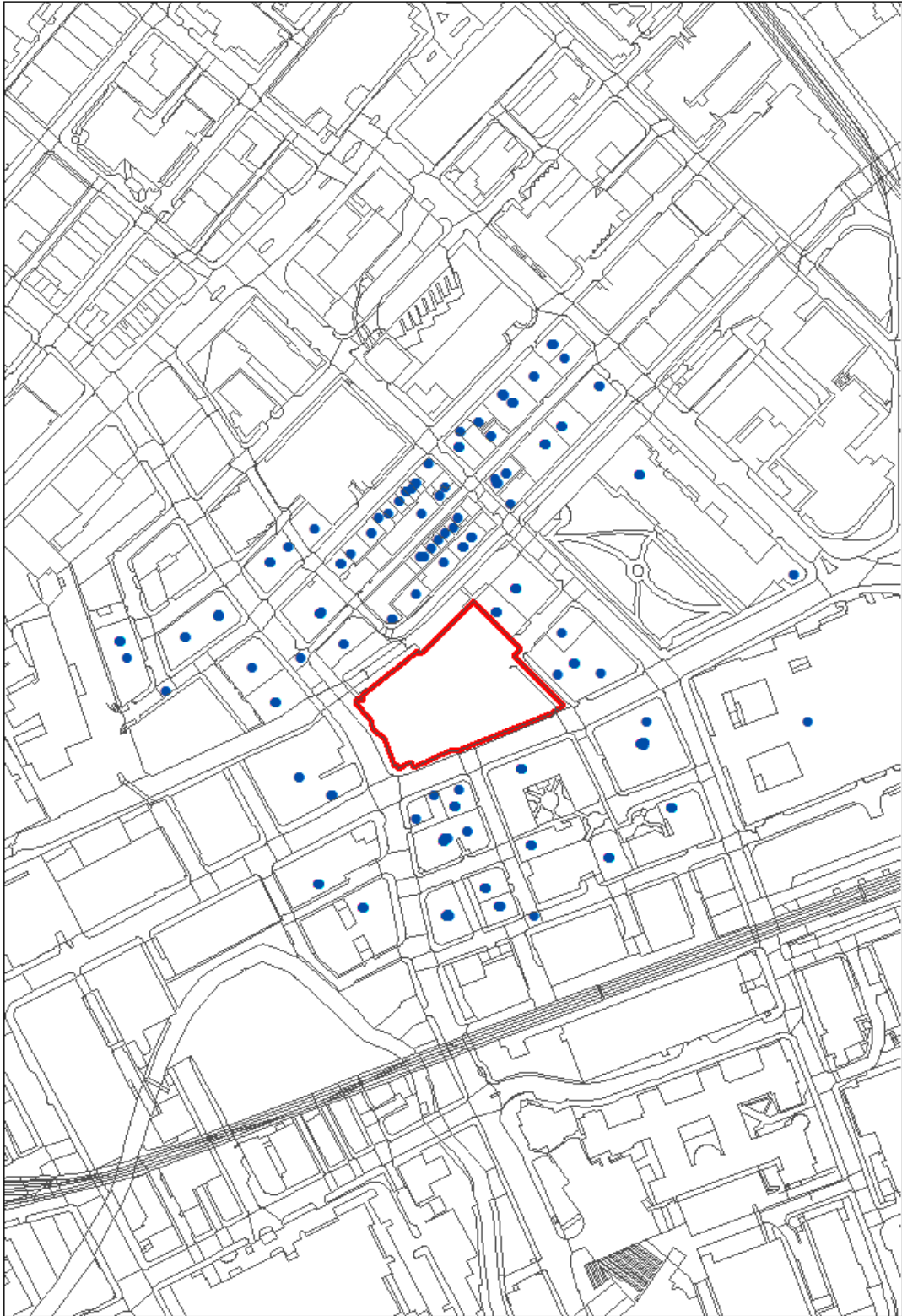
National Planning Casework Unit  
Greater Manchester Archaeological Advisory Service

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:**

25 City Heights, 1 Samuel Ogden St, Manchester, M1 7AX  
Flat 7, 42-44 Sackville Street, Manchester, M1 3NF  
G-A-Y Group Limited, 11 The Arches, Villiers Street, London, WC2N 6NG  
18 Regency House, 36-38 Whitworth St, Manchester, M1 3NR  
Apartment 24 Velvet House, 60 Sackville Street, Manchester, M1 3WE  
Flat 3 The Cotton Mill, Samuel Ogden Street, Manchester, M1 7AX  
Flat 6, Manchester, M1 3NF  
21 Velvet Court, Granby Row, Manchester, M1 7AB  
Flat 44, Velvet House, 60 Sackville Street, Manchester, M1 3WE  
Flat 31, Whitworth House, 53 Whitworth Street, Manchester, M1 3WS  
Flat 305, 63 Bloom St, Manchester, M1 3LR  
Flat 43, 42-44 Sackville Street, Manchester, M1 3NF

**Relevant Contact Officer :** Angela Leckie  
**Telephone number :** 0161 234 4651  
**Email :** a.leckie@manchester.gov.uk



 Application site boundary  Neighbour notification  
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